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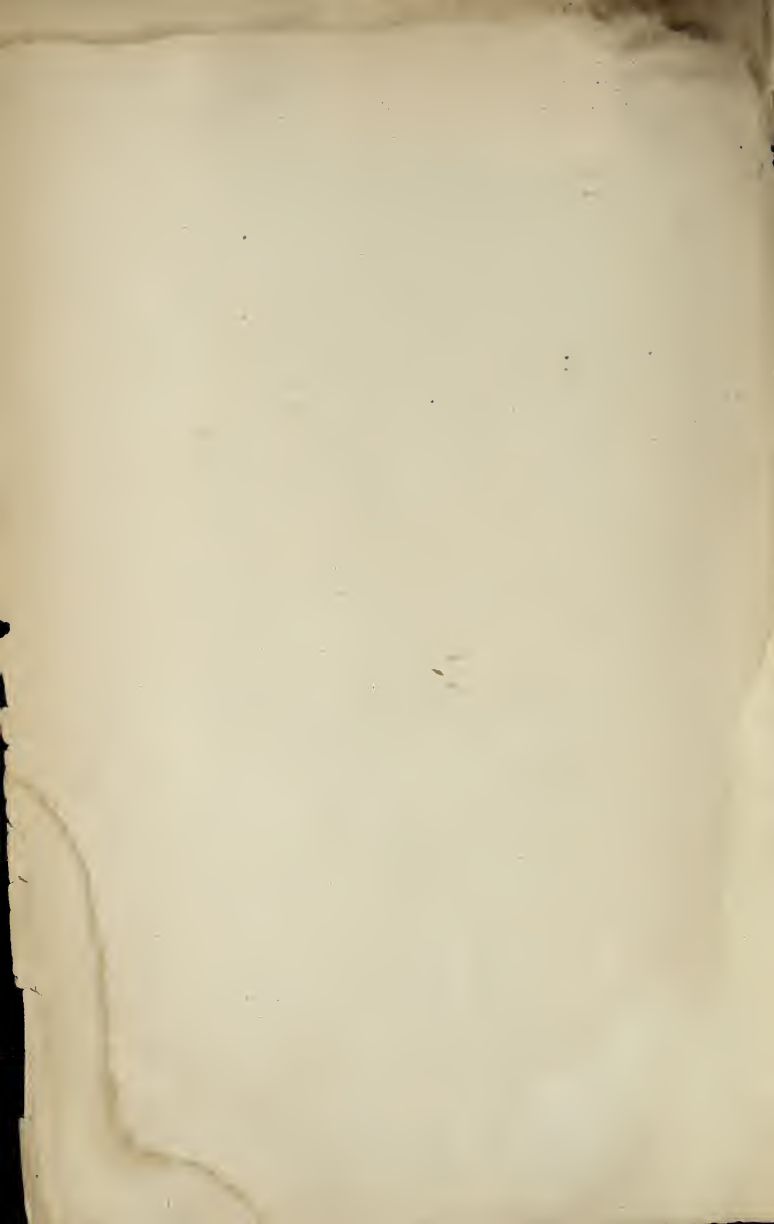
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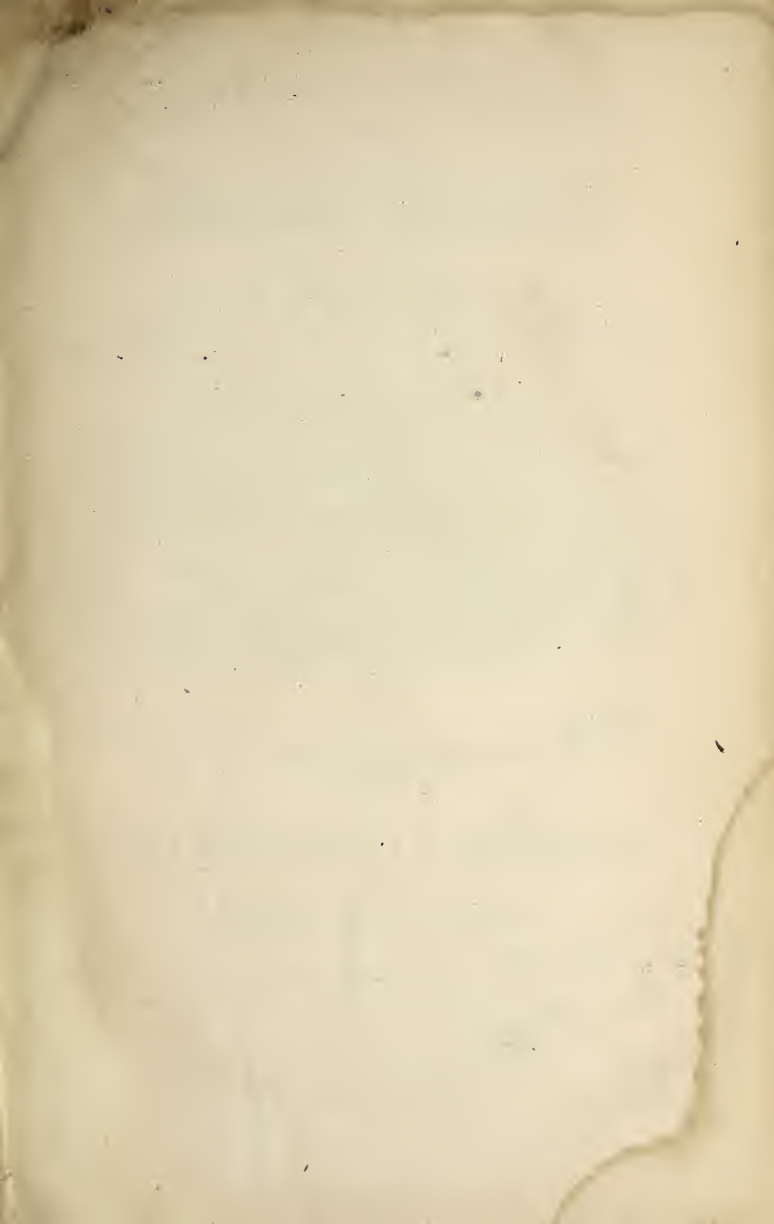
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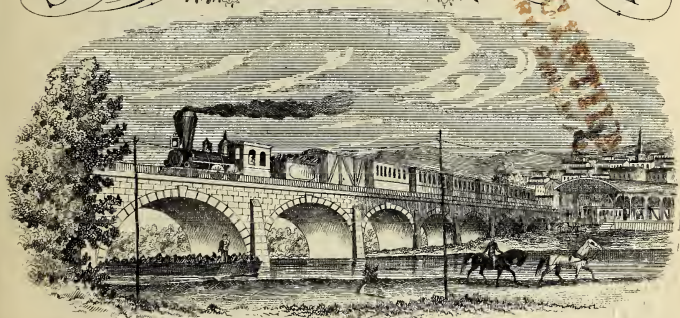
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ANNUAL REPORT
OF THE
Auditor General
OF THE
STATE OF PENNSYLVANIA



AND OF THE
TABULATIONS AND DEDUCTIONS FROM THE REPORTS

OF THE
**RAIL ROAD, CANAL & TELEGRAPH
COMPANIES**

FOR THE
YEAR 1869.

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REPORT.

AUDITOR GENERAL'S OFFICE, }
HARRISBURG, Feb. 4, 1870. }

To the Honorable the Senate and House of Representatives of the Commonwealth of Pennsylvania :

In obedience to the requirements of the first section of the act approved April 4, 1859, entitled "An Act requiring railroad companies to make uniform reports to the Auditor General," the act approved April 15, 1863, entitled "An Act requiring canal companies to make yearly reports to the Auditor General," and the act approved April 4, 1868, entitled "An Act requiring telegraph companies to make yearly reports to the Auditor General," I herewith transmit copies of the several reports made to this Department, in pursuance of said acts, with tabulated results and comparative statements compiled from the reports of companies.

The following table exhibits the names of the companies to which blank forms were forwarded; of those by which reports were made, the time when the reports were received, and of those which failed to report :

Roads operated by steam :

Name of company.	Report filed.
Allegheny Valley.....	Dec. 20, 1869.
Atlantic and Great Western.....	Nov. 25, 1869.
Atlantic and Great Western, receiver of.....	—————
Bald Eagle Valley.....	Nov. 24, 1869.
Barclay coal company.....	Nov. 25, 1869.
Bellefonte and Snow Shoe.....	Dec. 3, 1869.
Bloss coal mining and (letter,).....	Dec. 7, 1869.
Buffalo, Corry and Pittsburg.....	Jan. 15, 1870.
Buffalo, Bradford and Pittsburg.....	Dec. 31, 1869.
Buffalo and Erie.....	Dec. 2, 1869.
Buffalo and Washington, (letter,).....	Nov. 22, 1869.

Name of company.	Report filed.
Catasauqua and Foglesville.....	Nov. 26, 1869.
Catawissa.....	Dec. 2, 1869.
Chartiers Valley, (letter,).....	Nov. 4, 1869.
Chester Creek.....	Jan. 8, 1870.
Chester Valley.....	Nov. 2, 1869.
Chestnut Hill.....	Nov. 29, 1869.
Cleveland and Pittsburg.....	Jan. 1, 1870.
Colebrookdale.....	Nov. 20, 1869.
Columbia and Port Deposit.....	Nov. 16, 1869.
Connecting.....	Nov. 20, 1869.
Cumberland Valley.....	Dec. 1, 1869.
Danville, Hazleton and Wilkesbarre.....	Jan. 21, 1870.
Delaware and Hudson canal and.....	Dec. 22, 1869.
Delaware, Lackawanna and Western.....	Jan. 17, 1870.
East Brandywine and Waynesburg.....	Dec. 6, 1869.
East Mahanoy.....	Jan. 4, 1870.
East Pennsylvania.....	Dec. 24, 1869.
Ebensburg and Cresson.....	Jan. 31, 1870.
Elmira and Williamsport.....	Nov. 17, 1869.
Enterprise.....	Jan. 11, 1870.
Erie.....	Jan. 28, 1870.
Erie and Pittsburg.....	Dec. 13, 1869.
Fayette County.....	Nov. 16, 1869.
Gettysburg, (letter,).....	Jan. 6, 1870.
Hanover Branch.....	Dec. 14, 1869.
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	Nov. 12, 1869.
Hempfield.....	Jan. 11, 1870.
Huntingdon and Broad Top Mountain.....	Dec. 6, 1869.
Ironton.....	Nov. 16, 1869.
Jamestown and Franklin.....	Nov. 27, 1869.
Junction.....	Dec. 27, 1869.
Lackawanna and Bloomsburg.....	Dec. 23, 1869.
Lake Shore.....	Nov. 29, 1869.
Lake Shore and Michigan Southern.....	Dec. 23, 1869.
Lawrence.....	Jan. 17, 1869.
Lehigh and Lackawanna.....	Dec. 11, 1869.
Lehigh and Susquehanna.....	Dec. 14, 1869.

Name of company.	Report filed.
Lehigh Valley.....	Dec. 30, 1869.
Little Saw Mill Run.....	Jan. 6, 1870.
Littlestown	Jan: 18, 1870.
Little Schuylkill navigation, coal and.....	Nov. 23, 1869.
Lorberry Creek.....	Jan. 4, 1870.
Lykens Valley coal and.....	Nov. 10, 1869.
Mahanoy and Broad Mountain.....	Jan. 8, 1870.
Mahanoy Valley.....	Dec. 29, 1869.
Mifflin and Centre County.....	Dec. 23, 1869.
Mill Creek and Mine Hill navigation and.....	Jan. 10, 1870.
Mine Hill and Schuylkill Haven.....	Nov. 19, 1869.
Monongahela Valley, (letter,).....	Nov. 6, 1869.
Mount Carbon.....	Nov. 30, 1869.
Mount Carbon and Port Carbon.....	Jan. 10, 1870.
Middle Creek.....	Dec. 20, 1869.
Nesquehoning Valley.....	Nov. 26, 1869.
New Castle and Beaver Valley.....	Nov. 10, 1869.
Newry Branch, (letter,).....	Nov. 25, 1869.
Northern Central.....	Jan. 31, 1870.
North Lebanon.....	Dec. 1, 1869.
North Pennsylvania.....	Dec. 17, 1869.
Oil Creek and Allegheny River.....	Dec. 10, 1869.
Oil City and Pit-Hole Branch	Jan. 11, 1870.
Pennsylvania and New York canal and.....	Jan. 24, 1870.
Pennsylvania.....	Jan. 28, 1870.
Pennsylvania coal company.....	Nov. 22, 1869.
Perkiomen.....	Jan. 14, 1870.
Philadelphia and Baltimore Central.....	Jan. 15, 1870.
Philadelphia and Erie.....	Jan. 28, 1870.
Philadelphia and Reading.....	Jan. 14, 1870.
Philadelphia, Germantown and Norristown.....	Dec. 1, 1869.
Philadelphia and Trenton	Jan. 5, 1870.
Philadelphia, Wilmington and Baltimore.....	Jan. 8, 1870.
Pinegrove and Lebanon.....	Dec. 29, 1869.
Pittsburg, Cincinnati and St. Louis.....	Jan. 28, 1870.
Pittsburg and Connellsville.....	Jan. 11, 1870.
Pittsburg, Fort Wayne and Chicago.....	Jan. 17, 1870.
Plymouth, (letter,).....	Dec. 1, 1869.

Name of company.	Report filed.
Port Kennedy.....	Jan. 31, 1870.
Reading and Columbia.....	Nov. 26, 1869.
Schuylkill and Susquehanna.....	Dec. 13, 1869.
Schuylkill Valley navigation and.....	Jan. 10, 1870.
Shamokin and Trevorton.....	Dec. 29, 1869.
Shamokin Valley and Pottsville.....	Nov. 12, 1869.
South Mountain iron company.....	Jan. 31, 1870.
South Pennsylvania, (letter,).....	Oct. 6, 1869.
Southwark.....	Jan. 8, 1870.
Sullivan and Erie coal and, (letter,).....	Jan. 6, 1870.
Summit Branch.....	Dec. 8, 1869.
Tioga.....	Nov. 17, 1869.
Tyrone and Clearfield.....	Dec. 2, 1869.
Warren and Pinegrove.....	Jan. 8, 1870.
West Chester.....	Jan. 31, 1870.
West Chester and Philadelphia.....	Jan. 31, 1870.
Western Pennsylvania.....	Nov. 16, 1869.
Wilmington and Reading.....	Dec. 30, 1869.
Wrightsville, York and Gettysburg.....	Jan. 31, 1870.
Wyoming Gravity.....	Dec. 24, 1869.
Zerbe Valley.....	Jan. 8, 1870.

Passenger railways:

Allentown.....	Nov. 24, 1869.
Citizens', Philadelphia.....	Nov. 5, 1869.
Citizens', Pittsburg.....	Dec. 8, 1869.
Easton and South Easton.....	Dec. 2, 1869.
Empire, Philadelphia, (letter,).....	Jan. 24, 1870.
Erie City.....	Dec. 3, 1869.
Frankford and Southwark, Philadelphia.....	Nov. 13, 1869.
Germantown, Philadelphia.....	Jan. 8, 1870.
Girard College, Philadelphia.....	Nov. 19, 1869.
Green and Coates Street, Philadelphia.....	Jan. 7, 1870.
Harrisburg City.....	Jan. 13, 1870.
Hestonville, Mantua and Fairmount, Philadel- phia.....	Nov. 26, 1869.
Lombard and South Street, Philadelphia.....	Dec. 1, 1869.
Oakland and East Liberty.....	Dec. 28, 1869.
People's Street, Luzerne county.....	Jan. 7, 1870.

Name of company.	Report filed.
Philadelphia City, Philadelphia.....	Jan. 21, 1870.
Philadelphia and Darby, Philadelphia.....	Jan. 8, 1870.
Philadelphia and Gray's Ferry, Philadelphia....	Jan. 8, 1870.
Pittsburg, Allegheny and Manchester.....	Nov. 12, 1869.
Pittsburg and Birmingham, Pittsburg.....	Dec. 18, 1869.
Ridge Avenue and Manayunk, Philadelphia....	Jan. 1, 1870.
Schuylkill River.....	Jan. 8, 1870.
Second and Third Street, Philadelphia.....	Nov. 29, 1869.
Seventeenth and Nineteenth Street, Philadelphia,	Jan. 17, 1870.
Thirteenth and Fifteenth Street, Philadelphia...	Nov. 13, 1869.
Union, Philadelphia.....	Jan. 8, 1870.
West Philadelphia, Philadelphia.....	Dec. 31, 1869.
Wilkesbarre and Kingston.....	Dec. 11, 1869.
Williamsport.....	Jan. 31, 1870.

Canal companies :

Delaware and Hudson.....	Dec. 22, 1869.
Delaware Division.....	Nov. 5, 1869.
Erie.....	Dec. 2, 1869.
Junction.....	Jan. 31, 1870.
Lehigh coal and navigation.....	Dec. 14, 1869.
Muncy.....	Jan. 26, 1870.
Pennsylvania.....	Jan. 21, 1870.
Schuylkill navigation.....	Jan. 17, 1870.
Susquehanna.....	Jan. 22, 1870.
Union.....	Nov. 16, 1869.
West Branch and Susquehanna.....	Jan. 21, 1870.
Wiconisco.....	Jan. 14, 1870.
Wyoming Valley, (letter,).....	Jan. 24, 1870.

Telegraph companies :

Atlantic and Pacific.....	Jan. 13, 1870.
Bankers' and Brokers'.....	Jan. 29, 1870.
Franklin.....	Jan. 31, 1870.
Pacific and Atlantic.....	Jan. 10, 1870.
Philadelphia, Reading and Pottsville.....	Dec. 13, 1869.
Western Union.....	Jan. 31, 1870.

Very respectfully,

J. F. HARTRANFT, *Auditor General.*



TABULATED RESULTS
COMPILED FROM REPORTS OF COMPANIES.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as author. by law.	Am't of stock subscribed.	Am't paid in as by last report.	Total am't now paid in of capi- tal stock.	Funded debt as paid in of capi- tal stock.
Allegheny Valley.....	\$5,000,000 00	\$2,169,550 00	.....	\$2,169,550 00	.....
Atlantic and Great Western.....	30,000,000 00	29,683,294 91	.....	29,398,695 38	.....
Bald Eagle Valley.....	1,000,000 00	.....	\$550,000 00	550,000 00	\$482,000 00
Barclay coal company.....	1,000,000 00	1,000,000 00	.....	1,000,000 00	134,500 00
Belleville and Snow Shoe.....	1,000,000 00	600,000 00	.....	600,000 00	99,000 00
Buffalo, Bradford and Pittsburg.....	.....	.....	2,286,000 00	2,286,000 00	580,000 00
Buffalo, Corry and Pittsburg.....	1,000,000 00	442,497 50	428,717 50	428,717 50	709,000 00
Buffalo and Erie.....	6,000,000 00	6,000,000 00	6,000,000 00	6,000,000 00	3,700,000 00
Catsauqua and Fogelsville.....	426,900 00	426,900 00	402,875 00	426,900 00	.....
Catawissa.....	.....	3,359,500 00	3,359,500 00	3,359,500 00	371,000 00
Chester Creek.....	185,000 00	.....	.....	159,500 00	.....
Chester Valley.....	871,900 00	871,900 00	871,900 00	871,900 00	500,000 00
Chestnut Hill.....	120,650 00	120,650 00	120,650 00	120,650 00	.....
Cleveland and Pittsburg.....	6,300,475 00	6,300,475 00	5,958,625 00	6,300,475 00	4,197,000 00
Colebrookdale.....	50,000 00	50,000 00	11,105 00	45,185 00	59,300 00
Columbia and Port Deposit.....	.....	220,000 00	203,172 11	203,172 11	.....
Connecticut.....	1,800,000 00	1,278,300 00	100,000 00	1,278,300 00	1,000,000 00
Cumberland Valley.....	2,110,000 00	1,278,300 00	1,316,900 00	1,316,900 00	352,400 00
Danville, Hazleton and Wilkesbarre.....	.....	440,150 00	.....	14,100,800 00	.....
Delaware, Lackawanna and Western.....	285,000 00	91,150 00	89,800 00	89,800 00	3,682,000 00
East Brandywine and Waynesburg.....	500,000 00	392,550 00	392,550 00	392,550 00	168,000 00
East Mahanoy.....	.....	1,304,200 00	651,900 00	1,309,200 00	506,900 00
East Pennsylvania.....	.....	42,000 00	.....	42,000 00	.....
Ebensburg and Cresson.....	100,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,620,000 00
Elmhurst and Williamsport.....	500,000 00	.....	.....	334,700 00	.....
Enterprise.....	.....	78,339,625 00	276,700 00	78,339,625 00	23,398,800 00
Erie.....	.....	78,536,910 00	46,302,210 00	78,536,910 00	2,459,132 00
Erie and Pittsburg.....	1,000,000 00	999,600 00	997,900 00	999,600 00	.....
Fayette County.....	107,400 00	100,000 00	90,000 00	90,000 00	.....
Hanover Branch.....	500,000 00	116,850 00	116,850 00	116,850 00	700,000 00
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	2,500,000 00	1,182,550 00	1,182,550 00	1,182,550 00	500,000 00
Hempfield.....	.....	1,800,365 00	1,809,365 13	1,809,365 13	1,810,044 94
Huntingdon and Broad Top Mountain.....	1,350,000 00	1,828,150 00	689,480 63	708,580 03	550,000 00
Ironton.....	500,000 00	400,000 00	400,000 00	400,000 00	.....
Jamestown and Franklin.....	1,000,000 00	632,350 00	602,827 50	603,077 50	500,000 00

Junction.....	250,000 00	180,250 00	180,250 00	800,000 00
Lackawanna and Bloomsburg.....	1,900,000 00	1,335,000 00	1,335,000 00	2,248,080 00
Lake Shore*.....	15,000,000 00	15,000,000 00	15,000,000 00	2,500,000 00
Lawrence.....	1,000,000 00	260,450 00	150,400 00	360,000 00
Lehigh and Lackawanna.....	1,000,000 00	375,100 00	375,100 00	300,000 00
Lehigh Valley.....	250,000 00	16,080,650 00	16,080,650 00	2,985,000 00
Little Saw Mill Run.....	75,000 00	83,745 95	83,745 95	42,166 67
Littlestown.....	52,050 00	53,750 00	46,225 00	34,750 00
Little Schuylkill navigation, coal and.....	800,000 00	2,646,100 00	2,646,100 00	807,500 00
Lorberry Creek.....	250,000 00	600,000 00	600,000 00	30,000 00
Lykens Valley coal and, (leased to Summit Branch R. R. Co.)	250,000 00	125,000 00	125,000 00	.....
Mahanoy Valley.....	100,000 00	2,041,550 00	1,874,465 00	250,000 00
Mahanoy and Broad Mountain.....	323,375 00	68,400 00	62,212 50	172,500 00
Midlin and Centre County.....	3,806,430 00	3,856,450 00	3,775,600 00	.....
Mill Creek and Mine Hill navigation and.....	282,350 00	200,000 00	200,000 00	.....
Mine Hill and Schuylkill Haven.....	500,000 00	282,350 00	282,350 00	.....
Mount Carbon.....	500,000 00	297,000 00	100,000 00	.....
Mount Carbon and Port Carbon.....	700,000 00	500,000 00	63,990 00	.....
Middle Creek.....	8,000,000 00	700,000 00	286,686 67	154,500 00
Nesquehoning Valley.....	150,000 00	5,000,000 00	4,798,900 00	6,191,500 00
New Castle and Beaver Valley.....	1,500,000 00	3,150,000 00	3,150,000 00	.....
Northern Central.....	4,239,450 00	4,239,450 00	4,239,450 00	3,463,859 00
North Lebanon.....	500,000 00	485,000 00	485,000 00	3,170,000 00
North Pennsylvania.....	35,000,000 00	1,031,700 00	83,493,112 50	.....
Oil Creek and Allegheny River.....	3,350,329 00	3,200,000 00	3,200,000 00	2,897,000 00
Oil City and Pit-Hole Branch.....	50,000 00	39,650 00	37,305 00	14,915,568 00
Pennsylvania and New York canal and.....	2,000,000 00	225,000 00	218,000 00	597,500 00
Pennsylvania.....	10,000,000 00	6,100,000 00	6,004,200 00	255,700 00
Pennsylvania coal company.....	400,000 00	1,595,750 00	26,801,551 74	800,000 00
Perkionon.....	50,000 00	1,259,120 00	1,587,700 00	13,000,000 00
Philadelphia and Baltimore Central.....	2,000,000 00	1,259,120 00	1,259,100 00	7,080,225 17
Philadelphia and Erie.....	100,000 00	100,000 00	9,084,300 00	63,950 00
Philadelphia and Reading.....	.....	.....	.....	2,350,000 00
Philadelphia, Germantown and Norristown.....	.....	.....	.....	.....
Philadelphia and Trenton.....	.....	.....	.....	.....
Philadelphia, Wilmington and Baltimore.....	.....	.....	.....	.....
Pinegrove and Lebanon.....	.....	.....	.....	.....
Pittsburg, Cincinnati and St. Louis.....	5,000,000 00	2,151,550 00	1,793,926 43	5,500,000 00
Pittsburg and Connellsville.....	15,000 00	19,583,947 71	11,500,000 00	17,576 43
Pittsburg, Fort Wayne and Chicago.....	600,000 00	10,550 00	.....	19,583,947 71
Port Kennedy.....	1,600,000 00	512,400 00	505,848 00	12,563,000 00
Reading and Columbia.....	.....	1,269,150 00	.....	10,550 00
Schuylkill and Susquehanna.....	.....	.....	.....	505,848 00
.....	.....	.....	.....	1,000,000 00
.....	.....	.....	.....	37,000 00

TABLE A.—STOCK AND DEBT—Continued.

NAME OF COMPANY.	Capital stock as author. by law.	Am't of stock subscribed.	Am't paid in as by last report.	Total am't now paid in of cap- ital stock.	Funded debt as per last report.
Schuylkill Valley navigation and.....	\$576, 050 00	\$576, 050 00	\$576, 050 00	\$576, 050 00	.....
Shanokin Valley and Pottsville.....	1, 500, 000 00	869, 450 00	869, 450 00	869, 450 00	\$700, 000 00
Shanokin and Trevorton.....	150, 000 00	150, 000 00	.....	150, 000 00	.....
Southwark	200, 000 00	200, 000 00	58, 468 00	58, 468 00	.....
Summit Branch	2, 750, 000 00	2, 502, 250 00	2, 500, 000 00	2, 502, 250 00	528, 000 00
Tioga	125, 000 00	124, 950 00	576, 400 00	580, 000 00	250, 500 00
Tyrone and Clearfield.....	1, 000, 000 00	510, 000 00	510, 000 00	510, 000 00	.....
Warren and Pinegrove	100, 000 00	87, 500 00	.....	4, 575 00	.....
West Chester.....	165, 000 00	165, 000 00	165, 000 00	165, 000 00	.....
West Chester and Philadelphia.....	1, 600, 000 00	.....	684, 035 83	684, 045 83	969, 600 00
Western Pennsylvania	3, 000, 000 00	822, 450 00	1, 022, 450 00	1, 022, 450 00	1, 800, 000 00
Wilmington and Reading.....	800, 000 00	800, 000 00	413, 290 00	734, 812 07	68, 200 00
Wrightsville, York and Gettysburg	1, 500, 000 00	317, 050 00	317, 050 00	317, 050 00	.....
Wyoming Gravity, (located, but no portion built).....	2, 500, 000 00	18, 760 00	18, 760 00	18, 760 00	.....
Zerbe Valley	1, 000, 000 00	1, 000, 000 00	.....	1, 000, 000 00	.....
	174, 337, 379 00	278, 173, 816 07	289, 616, 504 98	339, 972, 450 47	136, 337, 165 78

* Including Cleveland and Toledo railroad.

† With power to increase.

TABLE A.—STOCK AND DEBT—Continued.

NAME OF COMPANY.	Total amt'n't now of funded debt.	Floating debt by last report.	The amt'n't now floating debt.	Total amt'n't now of funded and floating debt.	Rate percent. per annum of interest, &c.
Allegheny Valley.....	\$3,355,000 00	.....	\$441,936.74	\$4,396,936.74	7
Atlantic and Great Western.....	29,999,900 00	.....	.....	29,999,900 00	7
Bald Eagle Valley.....	479,000 00	.....	.....	479,000 00	6
Barclay coal company.....	119,000 00	.....	.....	119,000 00	7
Belleville and Snow Shoe.....	99,000 00	.....	.....	99,000 00	6
Buffalo, Bradford and Pittsburg.....	583,500 00	.....	.....	583,500 00	7
Buffalo, Corry and Pittsburg.....	700,000 00	\$876,234 17	374,315 43	1,074,315 43	7
Buffalo and Erie.....	4,000,000 00	.....	.....	4,000,000 00	7
Catawissa.....	445,350 00	.....	.....	445,350 00	.....
Chester Creek.....	185,000 00	.....	.....	185,000 00	6
Chester Valley.....	937,500 00	.....	500,000 00	1,437,500 00	7
Cleveland and Pittsburg.....	3,883,500 00	.....	.....	3,883,500 00	7
Colebrookdale.....	262,800 00	900 73	228,176 88	490,976 88	6
Columbia and Port Deposit.....	100,000 00	88,000 00	1,460 57	101,460 57	7
Connecting.....	1,000,000 00	1,178,300 00	.....	1,000,000 00	6
Cumberland Valley.....	352,300 00	.....	.....	352,300 00	8
Danville, Hazleton and Wilkesbarre.....	510,000 00	.....	.....	510,000 00	7
Delaware, Lackawanna and Western.....	3,308,000 00	1,008,161 95	2,190,000 00	5,498,000 00	7
East Brandywine and Waynesburg.....	175,000 00	2,000 00	2,000 00	177,000 00	7
East Pennsylvania.....	495,900 00	.....	.....	495,900 00	7
Ebensburg and Cresson.....	80,000 00	.....	.....	80,000 00	6
Elmhurst and Williamsport.....	1,620,000 00	.....	.....	1,620,000 00	7
Enterprise.....	.....	.....	5,533 11	5,533 11	5
Erie.....	23,398,800 00	4,893,735 81	.....	23,398,800 00	6
Erie and Pittsburg.....	2,577,504 00	62,103 32	.....	2,577,504 00	7
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	700,000 00	.....	.....	700,000 00	6
Hempfield.....	500,000 00	.....	.....	500,000 00	.....
Huntingdon and Broad Top Mountain.....	1,927,614 16	100,000 00	100,000 00	2,027,614 16	7
Ironton.....	130,000 00	.....	.....	130,000 00	7
Jamestown and Franklin.....	1,000,000 00	569,641 71	688,228 27	1,688,228 27	7
Junction.....	800,000 00	.....	.....	800,000 00	6
Lackawanna and Bloomsburg.....	2,200,000 00	68,619 00	125,000 00	2,325,000 00	7
Lake Shore.....	5,499,000 00	.....	.....	5,499,000 00	7
Lawrence.....	360,000 00	27,000 00	20,000 00	380,000 00	7
Lehigh and Lackawanna.....	300,000 00	.....	40,000 00	340,000 00	7

TABLE A.—STOCK AND DEBT—Continued.

NAME OF COMPANY.	Total am't now of funded debt.	Floating debt by last report.	The am't now floating debt.	Total am't now floating debt.	Rate per cent. per annum of interest, &c.
Lehigh Valley.....	\$4,573,500 00	\$1,013,563 25	\$1,943,189 25	\$6,516,089 25	6
Little Saw Mill Run.....	36,166 67	2,895 05	86 99	36,166 67	7
Littlestown.....	34,750 00	.....	.....	34,836 99	7
Little Schuylkill navigation, coal and.....	795,500 00	.....	.....	795,500 00	7
Mahanoy Valley.....	250,000 00	180,000 00	15,260 00	467,907 40	6
Mahanoy and Broad Mountain.....	181,500 00	12,500 00	6,000 00	187,500 00	6
Mifflin and Centre County.....	136,300 00	3,000 00	2,000 00	138,300 00	7
New Castle and Beaver Valley.....	7,005,500 00	222,955 56	592,582 28	7,598,082 28	6
Northern Central.....	3,588,439 00	.....	133,476 41	3,721,915 41	6, 10, 7
North Pennsylvania.....	3,170,000 00	190,000 00	.....	3,170,000 00	7
Oil Creek and Allegheny River.....	3,000,000 00	190,000 00	190,000 00	3,000,000 00	7
Oil City and Pit-Hole Branch.....	17,779,564 00	50,000 00	2,054,451 86	19,834,015 86	6
Pennsylvania.....	592,500 00	375,000 00	383,000 00	975,500 00	7
Pennsylvania coal company.....	393,500 00	193,960 87	222,980 85	616,480 85	6
Perkiomen.....	800,000 00	212,500 00	291,686 30	1,091,686 30	7
Philadelphia and Baltimore Central.....	12,598,000 00	328,633 00	40,974 00	12,638,974 00	6, 7
Philadelphia and Erie.....	7,330,190 83	.....	.....	7,330,190 83	5, 6, 7
Philadelphia and Reading.....	55,900 00	.....	.....	55,900 00	6
Philadelphia, Germantown and Norristown.....	2,338,000 00	107,500 00	205,000 00	2,543,000 00	6
Philadelphia, Wilmington and Baltimore.....	10,036,690 00	.....	59,336 13	10,457,874 46	7
Pine Grove and Lebanon.....	5,500,000 00	.....	421,184 46	5,500,000 00	7, 6
Pittsburg, Cincinnati and St. Louis.....	13,583,000 00	139,986 76	72,092 67	13,635,082 67	7
Pittsburg and Connellsville.....	1,000,000 00	919,749 47	952,859 36	1,952,859 36	7
Pittsburg, Fort Wayne and Chicago.....	97,000 00	148,577 87	106,120 36	203,120 36	6
Reading and Columbia.....	700,000 00	.....	.....	700,000 00	7
Schuylkill and Susquehanna.....	.....	.....	67,331 50	67,331 50	.....
Shamokin Valley and Pottsville.....	369,000 00	.....	.....	369,000 00	6, 7
Shamokin and Trevorton.....	501,000 00	.....	.....	501,000 00	6
South Mountain iron company.....	246,000 00	22,823 97	.....	246,000 00	7
Summit Branch.....	.....	.....	.....	.....	.....
Tioga.....	.....	.....	404,069 18	404,069 18	.....
Tyrone and Clearfield.....	.....	.....	97,500 00	97,500 00	.....
West Chester and Philadelphia.....	957,600 00	111,199 00	.....	1,055,100 00	7, 8, 10

Western Pennsylvania.....	1,800,000 00	324,381 30	304,412 56	2,104,412 56	6
Wilmington and Reading.....	789,300 00	76,484 79	76,484 79	789,300 00	7
Wrightsville, York and Gettysburg.....	.....	.....	.....	76,484 79	.....
	192,802,568 66	13,034,807 58	13,576,637 35	206,379,206 01	.....

TABLE B.—CHARACTERISTICS OF ROAD.

NAME OF COMPANY.	Cost of road and equipment.....	Length of main line of road, in miles.....	Length of main line of road in Pennsylvania, in miles,	Length of road laid, in miles.....	Length double track of road, in miles.....	Length of sidings, in miles	Gauge of road.....	Weight of rail per yd. on main track	Length branch roads owned, in miles.....	Number of worked or leased roads.
Allegheny Valley.....	\$7,913,532 20	131	131	131	.....	23	4 9 ¹ / ₂	60	.....	.....
Bald Eagle Valley.....	1,050,000 00	51.19	51.19	51.19	.....	4.10	4 8 ¹ / ₂	45	2	.....
Barclay coal company, (leased to Towanda coal company),.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Belleville and Snow Shoe.....	442,058 87	16	16	16	.....	4	4 8 ¹ / ₂	50	.....	1
Buffalo, Bradford and Pittsburg.....	2,869,500 00	21	21	21	.....	2	4 8 ¹ / ₂	45	1.50	1
Buffalo, Corry and Pittsburg.....	1,446,987 95	26	18	26	.....	2	6	45-62	.....	.....
Buffalo and Erie.....	7,008,901 03	88	6	43.20	.....	1	4 9 ¹ / ₂	56	.....	.....
Catsaquana and Eaglesville.....	7,738,854 42	20	18.50	88	3	40	4 10	60	.....	.....
Catawissa, (leased to Western Central railroad and Atlantic and Great Western railroad co.),	.....	20	20	20	.....	8	4 8 ¹ / ₂	50-57	4	.....
Chester Creek	3,826,500 00	65	65	65	.....	5	4 8 ¹ / ₂	56	2.50	2
Chester Valley	344,500 00	7.25	7.25	7.25	.....	.50	4 8 ¹ / ₂	50	.....	.....
Chestnut Hill.....	1,371,900 00	21.50	21.50	21.50	.....	1.50	4 8 ¹ / ₂	46-60	.....	.....
Cleveland and Pittsburg.....	120,650 00	4.12	4.12	4.12	.50	.50	4 8 ¹ / ₂	50	.....	.....
Colebrookdale	10,733,780 17	167	15	167	2	49	4 10	60	32	1
Columbia and Port Deposit.....	516,099 55	18.80	18.80	12.80	.....	1.20	4 8 ¹ / ₂	56	.....	.....
Connecting.....	304,532 68	39.18	28.31	4.87	.....	.83	4 9	56-64	.....	.....
Cumtland Valley	2,278,300 00	6.78	6.78	6.78	6.78	2.75	4 9 ¹ / ₂	67	.....	.....
Danville, Hazleton and Wilkesbarre	1,492,204 82	73	68	74	.....	11	4 8	50	.....	.....
Delaware and Hudson canal and railroad.....	329,510 00	51	51	14	.....	1	4 8	.....	.....	.....
Delaware, Lackawanna and Western	2,935,801 80	32	32	26	26	42	4 3	40-56	.....	1
East Brandywine and Waynesburg.....	14,500,000 00	113	113	113	60	62	6	65	.....	.....
East Mahanoy	264,500 00	17.50	17.50	17.50	.....	.34	4	45-55	.....	.....
East Pennsylvania.....	391,003 93	7.54	7.54	7.54	.....	3.05	4 8 ¹ / ₂	60	.....	.....
Ebensburg and Cresson.....	1,472,599 12	36	36	36	.....	9.08	4 8	52-64	.....	.....
Elmira and Williamsport, (leased to Northern Central railway company,.).....	122,000 00	11	11	11	.....	.50	4 9	45	.....	.....
Enterprise.....	2,620,000 00	78	69.02	78	14	4 9	56
	339,816 25	6.50	6.50	6.50	1.50	4 8 ¹ / ₂	60-64	4.90

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Erie.....	65,131,959 01	459	42.50	459	*380.75	64-70
Erie and Pittsburgh.....	3,880,124 86	83.69	83.69	83.69	17.10	4 10	56	364.50
Fayette County.....	130,000 00	12.66	12.66	12.66	.....	.47	4 8 1/2	43	3.16
Hanover Branch.....	257,890 80	12.20	12.20	12.20	.....	.....	.....	50	2
Harrisburg, Portsmouth, Mount Joy and Lancaster, (leased to Penn'a R. co.,).....	1,882,550 00	.....	.....	.....	.....	*1.33	4 8 1/2	60-60	.....
Hempfield.....	1,657,798 94	76	61	32	.....	12	4 4 8 1/2	56-57	.....
Huntingdon and Broad Top Mountain.....	2,202,147 02	44	44	11	.....	4	4 8 1/2	50-60	14.75
Ironton.....	2,268,000 00	10	10	43.25	.....	2.50	4 10 1/2	55	1.50
Junestown and Franklin.....	1,765,247 69	56.25	43.25	43.25	.....	.85	4 8 1/2	67	.....
Junction.....	898,324 25	4.62	4.62	80	.....	16.60	4 8 1/2	56-70	.....
Lackawanna and Bloomsburg.....	3,870,000 00	80	25.53	208.24	.....	73.60	4 9 1/2	60	43.86
Lake Shore.....	19,007,737 89	208.24	25.53	17.40	.....	1.03	4 10	60	.....
Lawrence.....	614,869 34	36	36	15	.....	58	4 8 1/2	50	.....
Lehigh and Lackawanna.....	13,919,762 97	105	105	105	.....	6.88	4 8 1/2	57-60	30.25
Lehigh and Susquehanna.....	17,987,653 66	101	100.75	101	.....	1	4 8 1/2	60	98.45
Lehigh Valley.....	91,011 44	3	3	3	.....	1.43	4 8 1/2	50-56	.....
Littlestown.....	76,000 00	7.25	7.25	7.25	.....	16.65	4 8 1/2	60	3
Little Schuylkill navigation, coal and.....	1,466,283 14	28.25	28.25	28.25	.....	18	4 8 1/2	64	.....
Lorberry Creek.....	82,050 00	5.50	5.50	5.50	.....	15.56	4 8 1/2	45	26.65
Mahanoy Valley.....	130,085 28	6.85	6.85	12.74	.....	1	4 8 1/2	.....	.....
Mahanoy and Broad Mountain.....	2,272,344 89	12.74	12.74	12.50	.....	9.12	4 8 1/2	64	8.02
Mifflin and Centre County.....	253,406 06	12.50	12.50	.....	.....	.....	.....	.....	.....
Mill Creek and Mine Hill navigation and, (leased to Philadelphia and Reading railroad co.,).....	323,375 00	3.78	3.78	3.78	.....	.....	.....	60-62	.....
Mine Hill and Schuylkill Haven, (leased to Philadelphia and Reading railroad company,).....	3,814,957 42	.....	.....	1140	.....	.....	4 8 1/2	50	.....
Mount Carbon, (leased to P. and R. co.,).....	205,259 58	7	7	7	.....	.....	.....	64	.....
Mount Carbon and Port Carbon, (leased to Philadelphia and Reading railroad company,).....	282,815 45	2.50	2.50	2.50	.....	9.60	4 8 1/2	.....	.....
Middle Creek, (partly graded; no rails laid,).....	139,311 76	50	50	.....	.....	1	4 8 1/2	60	.....
Nesquehoning Valley, (unfinished,).....	239,230 82	13	13	7	.....	2.63	4 10 1/2	56	.....
New Castle and Beaver Valley.....	424,467 91	14.92	14.92	14.92	.....	45	4 9	64	.....
Northern Central.....	13,556,720 37	138	102	138	.....	78	4 8 1/2	50-64	19
North Lebanon.....	378,880 37	7	7	7.72	.....	2.83	4 8 1/2	56-64	12.10
North Pennsylvania.....	7,025,092 63	55.60	55.60	55.60	.....	6 & 4 9	4 8 1/2	50-60	3.50
Oil Creek and Allegheny River.....	7,660,390 08	95	95	95	.....	1	4 8 1/2	56-62	.....
Oil City and Pit-Hole Branch.....	.....	7	7	7	.....	10.33	4 8 1/2	60	.....
Pennsylvania and New York canal and.....	2,449,079 49	105	105	105	.....	141.40	4 8 1/2	60	35.40
Pennsylvania.....	82,392,866 71	354.90	354.90	354.90	.....	6	4 3 1/2	36	15.87
Pennsylvania coal company.....	2,000,000 00	47	47	47	.....	1.09	4 8 1/2	56	.....
Perkiomen.....	518,739 37	36.50	36.50	11	.....	.....	.....	.....	.....

TABLE B.—CHARACTERISTICS OF ROAD—Continued.

NAME OF COMPANY.	Cost of road and equipment	Length of main line of road, in miles....	Length of main line of road in Pennsylvania, in miles.....	Length of road laid, in miles.....	Length double track of road, in miles.....	Length of sidings, in miles	Gauge of road.	Weight of rail per yd. on main track	Length branch roads owned, in miles.....	Number of worked or leased roads.
Philadelphia and Baltimore Central.....	\$1,415,975 71	46	36	46	.....	4.50	4 8½	50-57	2	2
Philadelphia and Erie.....	19,391,972 24	287.06	287.06	287.06	.....	86.53	4 9	56	2	13
Philadelphia and Reading.....	29,815,067 49	147	152.04	152.04	139.01	.....	4 8	64	45	1
Philadelphia, Germantown and Norristown.....	1,454,872 44	17	17	17	17	5	4 8	50-67	3	2
Philadelphia and Trenton.....	1,436,338 41	26.50	26.50	26.50	26.50	9.27	4 10	60-62	.....	3
Philadelphia, Wilmington and Baltimore.....	10,652,226 26	95.95	18.37	95.95	80.16	27.36	4 8	50-58	3.79	5
Pine Grove and Lebanon.....	157,802 77	6	6	6	.....	.25	4 8	56	.....	.....
Pittsburg, Cincinnati and St. Louis.....	15,879,538 40	193	34	193	3	21	4 9	60-64	8	1
Pittsburg and Connellsville.....	3,090,992 57	149	141	149	.....	18.19	4 8	54-60	.....	1
Pittsburg, Fort Wayne and Chicago.....	24,391,350 09	468.30	49	468.30	38.70	99.80	4 9	60	65	2
Port Kennedy, (operated by P. and R. R. co.,).....	2,146,147 42	40	40	40	.....	30	4 8	56	.....	.....
Reading and Columbia.....	1,300,701 76	54	54	54	.....	4.10	4 8	54-66	8	.....
Schuylkill and Susquehanna.....	.....	.....	.....	.....	.....	7	4 8	45-64	.....	.....
Schuylkill Valley Navigation and, (leased to Philadelphia and Reading railroad company,).....	576,840 94	11	11	11	5.23	3.30	4 8½	60-64	12.80	.....
Shamokin Valley and Pottsville, (leased to Northern Central railway company,).....	1,569,450 00	28	28	28	.....	4.50	4 9	56-64	.....	.....
Shamokin and Trevorton.....	195,868 66	6.80	6.80	6.80	.....	1.20	4 8½	64	2.40	.....
South Mountain iron company.....	340,525 08	17.12	17.12	17.12	.....	1.25	4 9	51	.....	.....
Southwark, (leased to P., W. and B. R. R. co.,).....	.....	2.12	2.12	2.12	2.12	.....	4 8	52-56	.....	.....
Summit Branch.....	988,902 37	21	21	21	3	5.50	4 8	50-56	.50	1
Tioga.....	1,173,945 20	30.60	30.60	30.60	.....	6.10	6	57-64	.....	1
Tyrone and Clearfield.....	914,069 18	37.50	37.50	37.50	.....	10	4 8½	46-64	8	.....
Warren and Pine Grove, (partly graded; no rails laid).....	4,500 00	11	11	.....	.....	.....	.....	.....	.....	.....
West Chester.....	202,886 79	9	9	9	.....	.50	4 8½	50	.....	1
West Chester and Philadelphia.....	1,618,359 88	26.05	26.05	26.05	.....	5	4 8	50-65	.....	.....
Western Pennsylvania.....	3,179,441 44	36.10	36.10	36.10	.....	13.25	4 7½	56	27.60	.....

Wilmington and Reading	1,088,732 49	63.74	51.69	19.35	.....	2.64	4 8 ¹ / ₂	56	.....
Wrightsville, York and Gettysburg	393,534 79	13	13	13	.....	1	4 9 ³ / ₄	56	.....
Zerbe Valley .....	.....	15.10	15.10	19.80	.....	4.70	4 8	56	.....
	397,883,892 00	5,330.05	3,684.85	5,105.27	1,067.94	1,475.30	.....	896.19	55

* Includes double track.

† Includes double track and sidings.

‡ Enterprise, Mahanoy Valley, Pine Grove and Lebanon, Shamokin and Trevorton, and Zerbe Valley not included.

TABLE B.—CHARACTERISTICS OF ROAD—Continued.

NAME OF COMPANY.	No. of engine houses and shops.....	No. of engines.....	No. of first class passenger cars.....	No. of baggage, mail and express cars.....	No. of freight cars or trucks.....	No. of coal, ore and stone cars.....	No. of iron bridges....	No. of wooden bridges	No. of stone bridges..	No. of depots or stations.....	No. of wood and water stations.....	Value of real estate held by the company
Allegheny Valley	4	32	19	5	425			25		61	14	\$136,083 73
Bald Eagle Valley, (leased to Pennsylvania railroad company.)								67		17	4	10,000 00
Barclay coal company.....	2	5		2	15	290		8		6	5	
Bellefonte and Snow Shoe	3	4	2		6	54		11		9	3	
Buffalo, Corry and Pitsburg.....	1	6	5	2	23					7		
Buffalo, Bradford and Pitsburg, (leased to Erie R. co., N.Y.)								10		8		
Buffalo and Erie.....	5	47	24	18		11,057		3		21	17	1,608,408 00
Catawauqua and Fogelsville.....	2	6	3	2	18	400		1	3	16	7	21,000 00
Catawissa.....	6	21	9	5	535	50		11		10	11	
Chester Creek, (leased to Philadelphia and Baltimore Central railroad company.)								3		8	1	
Chester Valley, (leased to Phila. and Reading railroad company.)	1							32	25	16	2	3,000 00
Chestnut Hill.....								3	1	8		
Cleveland and Pitsburg.....	11	74	34	20	413	1,109		63	42	53	24	
Colebrookdale, (leased to Philadelphia and Reading railroad co.)								2		8	2	10,082 10
Columbia and Port Deposit, (leased to Philadelphia, Wilmington and Baltimore railroad company.)								1		1		
Connecting, (leased to Philadelphia and Trenton railroad co.)								7		2		215,000 00
Cumberland Valley	5	16	14	6	232			3		8	6	110,000 00
Danville, Hazleton and Wilkesbarre.....	1	2	2	1	2	10		10		3	2	300,000 00
Delaware and Hudson canal and railroad	5	*41	8	2	180	3,350		16		8	3	
Delaware, Lackawanna and Western	8	103	19	9	824	6,652		13	5	21	28	
East Brandywine and Waynesburg, (leased to Pa. R. co.)								6		8	2	2,500 00
East Mahanoy, (leased to Philadelphia and Reading R. R. co.)										1	1	
East Pennsylvania, (leased to Phila. and Reading R. R. co.)								2	14	13	5	
Ebensburg and Cresson, (leased to Pennsylvania R. R. co.)	1		1					1		3	1	400 00
Elmira and Williamsport	3							27				
Enterprise, (operated by Phila. and Reading railroad company.)	1							3		3	1	

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Erie	40	✓444	213	71	17,447	3	9	21	9	545,000 00
Fayette County, (leased to Pittsburg and Cornellsville R. R. co.,)	9	22	2	4	52	663	22	6	1	1,500 00
Hanover Branch	2	.....	.....	.....	.....	.....	.....	11	5	3	.....	1,500 00
Hempfield	4	5	3	2	10	.....	.....	12	1	11	4	104,889 96
Huntingdon and Broad Top Mountain	2	3	1	1	13	.....	.....	40	13	8	.....	249,500 00
Ironton	5	15	3	3	8	50	.....	5	.....	2	.....	35,000 00
Janestown and Franklin, (leased to Lake Shore and Michigan Southern railway company,)	1	2	.....	.....	.....	.....	.....	8	.....	7	.....	102,339 18
Janestown	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lackawanna and Bloomsburg	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore	9	24	9	3	139	1,589	4	9	3	28	9	.....
Lawrence, (operated by Pitts. g. F. Wayne and Chicago R. W. co.,)	13	83	53	26	1,974	290	3	24	1	40	26	.....
Lehigh and Lackawanna, (equipped by Lehigh coal and nav. co.)	.....	.....	.....	.....	.....	.....	.....	5	.....	10	2	.....
Lehigh and Susquehanna	1	1	.....	.....	.....	.....	.....	2	.....	3	1	.....
Lehigh Valley	12	53	13	8	335	2,902	13	47	38	17	.....	.....
Little Saw Mill Run	27	135	30	13	436	5,512	10	63	53	35	.....	83,625 00
Littlestown, (equipment furnished by Hanover Branch R. R. co.,)	3	3	.....	.....	.....	.....	.....	3	2	2	.....	500 00
Little Schuylkill navigation, coal and, (leased to Philadelphia and Reading railroad company,)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lorberry Creek, (leased to Philadelphia and Reading R. R. co.,)	3	.....	.....	.....	.....	.....	1	22	3	7	.....	915,657 82
Mahanoy Valley, (leased to Philadelphia and Reading R. R. co.,)	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....
Mifflin and Broad Mountain	6	.....	.....	.....	.....	.....	4	9	10	13	6	88,039 71
Mifflin and Centre County, (leased to Pennsylvania R. R. co.,)	2	.....	.....	.....	.....	.....	.....	5	11	10	2	3,000 00
Nesquehoning Valley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....
New Castle and Beaver Valley, (leased to Pittsburg, Fort Wayne and Chicago railroad company,)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central	2	.....	.....	.....	.....	.....	.....	6	2	7	3	.....
North Lebanon	3	134	67	38	1,725	2,406	28	120	28	15	21	.....
North Pennsylvania	1	8	.....	.....	60	.....	.....	1	9	2	12	500 00
Oil Creek and Allegheny River	7	29	32	16	384	224	3	8	2	31	12	991,054 96
Oil City and Pit-Hole Branch	11	28	16	5	314	.....	.....	7	26	21	.....	45,000 00
Pennsylvania and New York canal and	2	2	2	1	25	.....	.....	11	5	2	.....	3,000 00
Pennsylvania	3	.....	.....	.....	.....	.....	.....	38	11	22	.....	.....
Pennsylvania coal company	.....	.....	.....	.....	.....	.....	.....	41	17	147	97	.....
Perkintown, (leased to Philadelphia and Reading railroad co.,)	427	✓477	187	102	6,273	738	148	28	5	.....	.....	.....
Philadelphia and Baltimore Central	.....	.....	4	.....	50	2,000	.....	30	.....	8	1	15,951 57
Philadelphia and Erie	3	6	6	2	63	.....	.....	6	30	30	5	.....
Philadelphia and Reading	11	108	30	15	1,887	52	.....	160	76	43	.....	.....
Philadelphia and Germantown	34	297	99	41	1,778	7,533	24	24	54	53	33	448,852 52
Philadelphia and Norristown	4	22	43	12	166	.....	1	16	17	4	.....	339,675 97
Philadelphia and Trenton	.....	.....	.....	.....	.....	.....	.....	6	20	7	.....	.....
Philadelphia, Wilmington and Baltimore	7	46	82	41	915	.....	.....	35	61	38	9	500 00
Pinegrove and Lebanon, (leased to Phila. and Reading R. R. co.,)	.....	.....	.....	.....	.....	.....	.....	2	.....	1	.....	.....

TABLE B.—CHARACTERISTICS OF ROAD—Continued.

NAME OF COMPANY.	No. of engine houses and shops.....	No. of engines.....	No. of first class passenger cars.....	No. of baggage, mail and express cars.....	No. of freight cars or trucks.....	No. of coal, ore and stone cars.....	No. of iron bridges...	No. of wooden bridges	No. of stone bridges..	No. of depots or stations	No. of wood and water stations.....	Value of real estate held by the company
Pittsburg, Cincinnati and St. Louis.....	4	77	31	16	1,239	39	3	60	12	69	13	\$196,000 00
Pittsburg and Connelville.....	8	15	15	6	103	.....	1	8	.....	37	10	.....
Pittsburg, Ft. Wayne and Chicago.....	19	219	95	54	4,836	1,632	15	90	28	100	51	.....
Reading and Columbia.....	2	8	7	1	37	.....	.....	8	27	25	5	61,583 22
Schuylkill and Susquehanna.....	4	7	2	2	21	67	2	5	2	18	10	.....
Shamokin Valley and Pottsville.....	2	.....	.....	.....	.....	30	.....	2	.....	.....	.....	.....
Shamokin and Trevorton, (leased to Phila. and Reading R. R. co.) .....	.....	.....	1	.....	10	.....	.....	1	.....	1	2	.....
South Mountain iron company, (unfinished,)	5	5	1	1	2	.....	.....	1	.....	2	2	.....
Summit Branch.....	4	11	4	1	34	317	1	14	.....	4	4	.....
Toga.....	4	.....	.....	.....	.....	.....	.....	.....	.....	12	5	.....
Tyrone and Clearfield, (leased to Pennsylvania R. R. company,)	2	1	1	.....	1	.....	.....	17	.....	17	7	24,908 13
West Chester, (leased to West Chester and Phila. R. R. co.,)	2	9	16	4	50	.....	5	16	.....	22	3	10,000 00
West Chester and Philadelphia.....	2	.....	.....	.....	.....	.....	.....	19	.....	20	9	.....
Western Pennsylvania, (leased to Pennsylvania R. R. company,)	6	.....	.....	.....	6	.....	.....	12	.....	20	2	78,814 32
Wilmington and Reading.....	1	3	.....	.....	.....	.....	.....	.....	.....	2	.....	8,286 81
Wrightsville, York and Gettysburg, (equipment of Northern Central railway company used,).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	1	.....
Zerbe Valley, (owned and operated by Philadelphia and Reading railroad company,).....	2	.....	.....	.....	.....	.....	.....	8	.....	5	2	1,500 00
	395	2,654	1,206	560	25,599	46,428	306	1,426	378	1,437	680	6,835,929 00

* Thirty stationary engines.

† Includes freight cars.

‡ Gravity road, worked by stationary engines.

TABLE F.—ACCIDENTS.

NAME OF COMPANY.	PASSENGER'S.		EMPLOY'E.		OTHERS.		TOTAL.	
	Killed	Injured.....	Killed	Injured.....	Killed	Injured.....	Killed	Injured.....
Allegheny Valley.....			3	7	1	1	4	8
Bellefonte and Snow Shoe.....					1		1	
Buffalo, Corry and Pittsburg.....				1				1
Buffalo and Erie.....			1				1	
Catasauqua and Fogelsville.....			1				1	
Cleveland and Pittsburg.....	1	1	2	13	6	7	9	21
Delaware and Hudson canal and railroad.....			1	2	3	2	4	4
Delaware, Lackawanna and Western.....			6		1		7	
Elnira and Williamsport.....				1		1		2
Erie.....	10	22	40	68	25	24	75	114
Erie and Pittsburg			4	4	1	2	5	6
Lackawanna and Bloomsburg.....			3		3	2	6	2
Lake Shore	1		13	11	3	4	17	15
Lake Shore and Michigan Southern.....	2	4	7	14	14	2	23	20
Lehigh and Susquehanna.....			9	7	1	2	10	9
Lehigh Valley.....		1	10	15	8	12	18	28
Little Saw Mill Run.....						1		1
Northern Central	1		5	3	3	2	9	5
North Pennsylvania.....		1	1		5	2	6	3
Oil Creek and Allegheny River.....		1	1	1		5	1	7
Pennsylvania.....	2	9	27	116	49	63	78	188
Philadelphia and Erie.....		14	4	31	10	11	14	56
Philadelphia and Reading.....			10	8	20	16	30	24
Philadelphia, Germantown and Norristown.....	2	1			7	9	9	10
Philadelphia and Trenton.....							4	9
Philadelphia, Wilmington and Baltimore.....			2	2	11	5	13	7
Pittsburg, Cincinnati and St. Louis			3	8	4	4	7	12
Pittsburg and Connellsville.....		1	1	4	2	2	3	7
Pittsburg, Fort Wayne and Chicago			6	9	19	7	25	16
Reading and Columbia.....						4		4
Shamokin Valley and Pottsville.....			2		1		3	
Summit Branch.....				1				1
Tioga				1	1		1	1
Wilmington and Reading.....				1		1		2
	19	55	159	320	195	187	384	583

North Lebanon.....	15,760 81	9,435 82	5,650 25	30,846 88	77,965 32
North Pennsylvania.....	198,820 59	120,021 35	821,420 37	640,262 31	1,132,731 14
Oil Creek and Allegheny River.....	331,455 09	180,773 64	488,843 75	1,001,072 48	2,014,427 34
Oil City and Pit-Hole Branch.....	.....	.....	.....	24,888 29	33,522 11
Pennsylvania.....	4,004,166 28	3,220,884 69	4,978,266 63	12,203,267 60	17,250,811 73
Philadelphia and Baltimore Central.....	91,088 01	.....	96,312 53	187,400 54	196,672 50
Philadelphia and Erie.....	773,817 69	552,914 11	1,997,486 45	3,324,218 25	3,262,705 29
Philadelphia and Reading.....	1,132,557 86	1,424,229 09	2,555,169 90	5,111,966 85	11,208,381 18
Philadelphia, Germantown and Norristown.....	103,167 86	60,104 41	193,510 09	336,782 36	697,619 70
Philadelphia and Trenton.....	344,866 46	.....	410,935 01	755,801 47	1,077,558 93
Philadelphia, Wilmington and Baltimore.....	631,153 08	340,121 05	717,933 70	1,689,207 83	2,565,302 31
Pittsburg, Cincinnati and St. Louis.....	665,940 04	377,215 92	859,112 65	1,902,268 61	2,494,101 21
Pittsburg and Connellsville.....	137,165 36	152,719 82	94,819 76	384,704 94	608,918 69
Pittsburg, Fort Wayne and Chicago.....	1,324,562 11	1,010,041 62	2,605,168 80	4,939,772 53	8,131,531 42
Reading and Columbia.....	40,767 16	24,282 44	81,716 00	146,765 60	207,799 19
Schenykill and Susquehanna.....	63,617 23	21,506 74	52,996 46	138,120 43	172,493 61
Shamokin Valley and Pottsville.....	61,056 64	35,054 41	84,739 65	190,850 70	251,317 04
Summit Branch.....	56,207 43	9,755 91	33,911 01	99,874 35	238,149 92
Toga.....	76,598 88	43,193 71	71,063 73	190,856 32	395,440 00
West Chester and Philadelphia.....	91,750 80	32,400 28	91,523 47	215,674 55	330,571 14
Wilmington and Reading.....	.....	.....	.....	1,061 88	1,253 82
Wrightsville, York and Gettysburg.....	20,651 00	3,876 22	16,532 85	41,110 07	61,436 70
	20,708,793 43	14,962,482 49	30,353,974 63	66,468,021 27	99,614,318 22

* Ten months.

† Seven months.

‡ Five months.

§ Three months.

TABLE C.—DOINGS OF THE YEAR.

NAME OF COMPANY.	DOINGS OF THE YEAR IN TRANSPORTATION.			
	Number of through passengers for the year on main road..	Number of passengers (all classes) carried in cars	Number of tons of 2,000 lbs. of through freight for the year on main road.	Gross amount of tonnage for the year ...
Allegheny Valley	11,024	433,387	67,174	607,763
Barclay coal company.....	7,377	14,690	163,662	176,085
Belleville and Snow Shoe.....	7,661	25,478	.....	107,083
Buffalo, Corry and Pittsburg.....	.....	53,122	80,238	80,238
Buffalo and Erie*.....	225,265	388,253	.....	985,271
Catsaquana and Fogelsville .....	.....	14,467	.....	303,814
Catawissa .....	.....	.....	.....	454,801
Cleveland and Pittsburg.....	47,046	567,455	350,366	1,098,828
Cumberland Valley .....	.....	308,213	18,785	1,244,592
Danville, Hazleton and Wilkesbarre, (under construction,) .....	.....	.....	.....	.....
Delaware and Hudson canal and railroad.....	21,055	71,505	14,988	1,348,239
Delaware, Lackawanna and Western	3,184	189,988	13,097	1,993,946
Elmira and Williamsport	34,270	107,064	267,381	308,448
Erie.....	.....	2,497,113	.....	4,312,209
Erie and Pittsburg	7,540	154,524	90,345	597,247
Hanover Branch.....	.....	35,829	87,705	91,591
Hempfield .....	.....	23,003	8,782	11,715
Huntingdon and Broad Top Mountain .....	.....	32,251	6,221	404,297
Ironton.....	.....	.....	.....	104,754
Junction.....	.....	225,150	.....	1,209,915
Lackawanna and Bloomsburg .....	.....	12,788	28,923	1,688,437
Lake Shore.....	292,145	523,544	753,966	1,149,089
Lake Shore and Michigan Southern†.....	306,266	946,528	543,846	1,389,600
Lawrence .....	.....	67,156	.....	176,642
Lehigh and Lackawanna.....	1,290	8,091	7,400	15,565
Lehigh and Susquehanna.....	4,608	211,450	671,554	1,535,423

TABLE C.—DOINGS OF THE YEAR—Continued.

NAME OF COMPANY.	DOINGS OF THE YEAR IN TRANSPORTATION.			
	Number of through passengers for the year on main road,	Number of passengers (all classes) carried in cars.....	Number of tons of 2,000 lbs. of through freight for the year on main road.....	Gross amount of tonnage for the year..
Lehigh Valley.....	.....	753, 379	.....	3, 949, 238
Little Saw Mill Run.....	.....	.....	.....	145, 358
Littletown.....	6, 353	6, 353	13, 000	17, 164
Mehanoy and Broad Mountain||.....	.....	.....	.....	.....
Northern Central.....	16, 189	707, 278	147, 039	1, 496, 909
North Lebanon.....	.....	.....	176, 081	230, 985
North Pennsylvania.....	88, 938	771, 934	278, 844	552, 771
Oil Creek and Allegheny River.....	.....	449, 970	.....	687, 039
Oil City and Pit-Hole Branch.....	.....	5, 500	.....	.....
Pennsylvania and New York canal and §.....	.....	.....	.....	.....
Pennsylvania.....	124, 890	4, 226, 363	704, 166	4, 992, 025
Pennsylvania coal company.....	.....	.....	964, 240	1, 103, 030
Philadelphia and Baltimore Central.....	.....	162, 980	.....	77, 673
Philadelphia and Erie.....	25, 980	651, 038	177, 157	1, 302, 041
Philadelphia and Reading.....	29, 328	1, 527, 769	.....	6, 016, 467
Philadelphia, Germantown and Norristown.....	1, 970, 414	2, 777, 535	.....	533, 325
Philadelphia and Trenton.....	.....	1, 110, 567	360, 319	449, 490
Philadelphia, Wilmington and Baltimore.....	332, 658	1, 312, 991	7, 187	320, 198
Pittsburg, Cincinnati and St. Louis.....	.....	421, 016	438, 724	850, 026
Pittsburg and Connellsville.....	68, 229	462, 124	226, 199	515, 879
Pittsburg, Fort Wayne and Chicago.....	173, 456	1, 727, 633	646, 278	1, 689, 791
Reading and Columbia.....	11, 552	121, 818	423, 949	222, 012
Scheneykill and Susquehanna.....	2, 454	78, 259	.....	409, 378
Shanokin Valley and Pottsville.....	2, 079	46, 444	6, 399	547, 346
Summit Branch.....	4, 869	9, 803	439, 490	439, 490
Tioga.....	5, 324	82, 580	703, 627	730, 483

West Chester and Philadelphia.....	80,917	678,463	16,080	97,065
Wilmington and Reading†.....	.....	1,041	.....	5,512
Wrightsville, York and Gettysburg.....	31,013	41,587	77,846	95,414
	4,626,087	25,089,567	8,687,871	47,819,722

* Ten months.

† Seven months.

‡ Five months.

|| Operated by and included in report of Philadelphia and Reading railroad company.

§ Completed and opened for through business Sept. 13, 1869; prior to 13th, finished portion operated by Lehigh Valley railroad company.

† Three months.

TABLE D.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

NAME OF COMPANY.	Anthracite coal	Bituminous coal.....	Petroleum.....	Pig iron	Railroad iron	Other iron or castings..	Iron and other ores.....	Lime, limestone and slate
Allegheny Valley.....	.....	250,319	179,927	30,177	17,663	6,301	27,003	9,392
Barclay coal company .....	.....	169,820	.....	.....	.....	.....	.....	.....
Belleville and Snow Shoe .....	.....	89,356	.....	.....	.....	.....	.....	.....
Buffalo, Corry and Pittsburg.....	159	.....	68,262	.....	.....	.....	.....	.....
Buffalo and Erie *	1,256	218,392	55,378	1,650	2,225	3,865	123,775	1,250
Catsaquana and Fogelsville.....	38,648	2,099	.....	18,826	9,084	.....	13,000	1,225
Catawissa.....	.....	\$76,556	.....	46,601	8,431	69,365	165,226	.....
Cleveland and Pittsburg.....	.....	511,435	17,480	.....	16,699	.....	12,811	3,142
Cumberland Valley.....	.....	\$72,511	282	.....	.....	.....	.....	.....
Delaware and Hudson canal and railroad	1,333,301	.....	.....	8,628	44,062	6,309	99,854	40,084
Delaware, Lackawanna and Western.....	1,592,414	1,648	81	8,108	5,736	6,857	2,507	2,105
Elmira and Williamsport.....	.....	\$171,514	117	35,433	1,286	23,707	90,497	3,522
Erie and Pittsburg.....	160	395,849	531	.....	.....	.....	.....	.....
Hempfield.....	.....	5,478	.....	.....	.....	.....	.....	.....
Huntingdon and Broad Top Mountain.....	389	355,608	.....	3,655	.....	.....	27,215	8,729
Ironton.....	6,356	.....	.....	.....	.....	.....	76,694	19,054
Lackawanna and Bloomsburg.....	1,448,791	.....	.....	.....	.....	72,000	.....	82,371
Lake Shore.....	.....	\$186,927	25,402	.....	14,443	25,555	25,555	6,988
Lake Shore and Michigan Southern .....	.....	\$267,145	13,223	.....	21,692	35,916	65,406	5,473
Lawrence.....	.....	10,946	.....	78,794	6,748	.....	.....	.....
Lehigh and Lackawanna.....	7,116	.....	10	.....	.....	44	393	6,082
Lehigh and Susquehanna.....	1,394,064	510	2,367	8,133	.....	7,413	15,092	8,905
Lehigh Valley.....	2,611,175	16,557	61,431	217,521	43,228	26,564	323,655	79,008
Little Saw Mill Run.....	.....	145,558	.....	.....	.....	.....	.....	.....
Littles town.....	1,379	240	.....	.....	.....	30	9,962	71,338
Northern Central.....	.....	\$596,242	4,213	33,565	29,420	19,938	85,609	85,609
North Lebanon	52,482	.....	.....	25,569	.....	.....	150,783	9,965

North Pennsylvania.....	254, 663	1, 637	1, 305	47, 288	2, 441	11, 303	47, 564	17, 467
Oil Creek and Allegheny River.....	\$111, 503	\$111, 503	447, 815	.....	.....	10, 614	.....	10, 614
Pennsylvania.....	1, 904, 773	1, 904, 773	156, 796	185, 132	140, 735	132, 378	143, 517	27, 412
Pennsylvania coal company.....	1, 090, 753	.....	72	153	110	859	2, 725	8, 640
Philadelphia and Baltimore Central.....	359, 100	.....	102, 762	17, 560	26, 319	15, 328	18, 144	22, 757
Philadelphia and Erie.....	4, 150, 819	442, 910	11, 203	146, 285	60, 942	100, 069	284, 595	201, 757
Philadelphia and Reading.....	320, 128	39, 340	.....	.....	.....	57, 416	8, 906	31, 082
Philadelphia, Germantown and Norristown.....	.....	\$28, 643	13, 230	9, 267	11, 653	40, 001	2, 448	5, 447
Philadelphia, Wilmington and Baltimore.....	.....	\$406, 386	554	8, 936	.....	5, 238	.....	2, 053
Pittsburg and Connelville.....	.....	258, 786	.....	.....	61, 408	1, 924	49, 704	9, 082
Pittsburg, Fort Wayne and Chicago.....	111, 670	243	.....	15, 402	.....	317	784	4, 301
Reading and Columbia.....	325, 579	.....	118	2, 125	303	.....	.....	.....
Schuylkill and Susquehanna.....	.....	\$525, 221	.....	324	172	64	7	1, 110
Shanokin Valley and Pottsville.....	432, 484	702, 858	.....	.....	.....	974	.....	3, 115
Summit Branch.....	42	.....	.....	.....	.....	.....	.....	40
Toga.....	40, 979	531	.....	213	1, 216	3, 068	.....	867
West Chester and Philadelphia.....	151	\$2, 918	64	2, 799	2, 114	3, 050	62, 392	.....
Wilmington and Reading.....	.....	.....	.....	.....	.....	.....	.....	.....
Wrightsville, York and Gettysburg.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	16, 012, 583	8, 034, 316	1, 162, 183	966, 390	531, 263	706, 960	1, 937, 013	799, 455

* Ten months.

† Seven months.

‡ Five months.

§ Anthracite and bituminous.

|| Three months.

Three months.

§ Anthracite and bituminous.

Five months.

† Seven months.

*Ten months.

TABLE D.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS—Continued.

NAME OF COMPANY.	Agricultural products	Merchandise	Manufactures.....	Live stock	Lumber	Other articles.....	Total.....
Allegheny Valley.....	14,280	10,545	30,537	501	5,718	25,400	607,763
Barclay coal company.....	.....	.....	.....	.....	3,511	2,892	176,095
Belleville and Snow Shoe.....	991	1,046	.....	.....	11,480	4,210	107,083
Buffalo, Corry and Pittsburg.....	300	197	6,396	1,836	2,170	918	80,238
Buffalo and Erie*.....	28,650	228,625	189,678	236,138	9,622	9,492	986,271
Catawissa.....	2,120	436	5,717	.....	8,604	3,667	303,814
Cleveland and Pittsburg.....	11,568	6,328	9,380	505	127,193	181,789	451,801
Cumberland Valley.....	46,502	115,288	32,720	23,341	31,024	39,846	1,098,828
Delaware and Hudson canal and railroad.....	34,949	36,493	15,615	13,146	18,711	21,173	244,532
Delaware, Lackawanna and Western.....	.....	13,210	.....	.....	1,728	.....	1,348,239
Elmira and Williamsport.....	34,510	26,633	14,015	6,360	97,931	21,414	1,993,946
Erie.....	52,706	18,456	13,176	1,146	19,857	6,163	308,448
Erie and Pittsburg.....	338,730	469,784	436,846	273,548	191,629	2,611,672	4,312,209
Hempfield	4,122	20,126	2,887	1,813	16,970	344	597,247
Huntingdon and Broad Top Mountain .....	.....	.....	.....	.....	.....	5,236	11,715
Ironton.....	.....	.....	.....	590	4,955	8,166	404,297
Lackawanna and Bloomsburg .....	.....	.....	85,275	.....	.....	1,648	102,754
Lake Shore.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern†.....	299,056	198,685	.....	129,712	59,681	184,666	1,688,437
Lawrence	352,110	168,536	39,948	132,923	107,601	184,666	1,149,089
Lehigh and Lackawanna.....	1,557	2,566	71,720	787	2,622	199,627	1,389,600
Lehigh and Susquehanna.....	171	926	.....	.....	.....	902	176,642
Lehigh Valley .....	.....	.....	.....	.....	360	134	15,565
Little Saw Mill Run.....	6,697	20,597	11,333	47	50,132	2,754	1,535,423
Littlestown.....	.....	.....	.....	139,406	109,370	321,288	8,949,238
Northern Central.....	2,966	616	16	.....	.....	.....	145,358
North Lebanon.....	120,188	280,594	22,871	17,424	138,352	41,165	17,164
North Pennsylvania.....	.....	.....	.....	.....	.....	1,185	1,496,909
Oil Creek and Allegheny River.....	43,094	28,589	32,817	1,102	30,949	37,552	532,771
Pennsylvania.....	1,699	27,844	.....	.....	24,196	28,577	657,039
.....	483,105	375,883	207,896	277,988	236,825	295,053	4,992,025

	188	2, 741	7, 690	646	9, 354	2, 750	1, 103, 073
Pennsylvania coal company.....	138	2, 741	7, 690	646	9, 354	2, 750	1, 103, 073
Philadelphia and Baltimore Central.....	23, 663	7, 000	36, 754	7, 455	9, 402	77, 670	77, 670
Philadelphia and Erie.....	245, 131	51, 905	97, 097	136, 323	272, 112	61, 797	1, 302, 041
Philadelphia and Reading.....	137, 752		33, 475	430	55, 537	131, 178	6, 016, 437
Philadelphia, Germantown and Norristown.....			70, 210	25, 479	34, 899	583, 355	583, 355
Philadelphia, Wilmington and Baltimore.....	79, 951		7, 546	4, 628	16, 254	320, 198	320, 198
Pittsburg and Connellsville.....	15, 012	5, 829		8, 679	51, 000	515, 879	515, 879
Pittsburg, Fort Wayne and Chicago.....	250, 951	172, 513	338, 367	204, 537	103, 218	270, 011	1, 659, 791
Reading and Columbia.....	10, 263		9, 061	1, 014	13, 589	223, 012	223, 012
Schuylkill and Susquehanna.....					16, 449	67, 350	409, 378
Shamokin Valley and Pottsville.....		2, 004	1, 530	25	5, 102	1, 574	547, 346
Summit Branch.....	3, 942					7, 206	439, 690
Tioga.....							730, 483
West Chester and Philadelphia.....	2, 921	4, 973	574		17, 438	15, 364	97, 065
Wilmington and Reading.....	12, 519	10, 200		260	9, 654	5, 512	95, 414
Wrightsville, York and Gettysburg.....	104			10	189		
	1, 454	5, 623	558	389	12, 035	1, 151	
	2, 619, 778	2, 276, 692	1, 859, 878	1, 059, 457	1, 911, 088	4, 710, 747	45, 218, 800

* Ten months.

† Seven months.

‡ Five months.

§ Three months.

C

TABLE E.—EXPENDITURES AND RECEIPTS.

NAME OF COMPANY.	EXPENSES.			RECEIPTS.	
	Maintaining the road or real estate of the corporation.	Repairs of machinery.	Operating the road.	Total.	Total.
Allegheny Valley	\$171,216 73	\$109,058 91	\$422,387 96	\$702,663 60	\$1,045,385 00
Barclay coal company.....	45,277 42	21,160 22	34,177 14	97,614 78	9,464 31
Belleville and Snow Shoe.....	34,807 05	7,925 95	26,429 56	68,162 56	108,342 96
Buffalo, Corry and Pittsburg.....	42,989 05	17,048 36	88,638 01	148,675 42	225,909 34
Buffalo and Erie*.....	298,273 12	182,258 66	560,967 38	1,041,499 16	1,888,267 77
Catsaqua and Fogelsville.....	26,718 82	14,239 98	29,166 72	70,125 22	150,265 08
Catawissa	135,619 38	100,203 38	198,781 11	433,603 87	625,131 66
Chesnut Hill, (leased to Philadelphia, Germantown and Norristown railroad company.....	359,766 14	332,522 17	709,559 36	8,300 00	21,313 97
Cleveland and Pitsburg.....	138,912 51	246,786 64	318,318 87	1,401,947 67	2,383,670 23
Cumberland Valley.....	437,827 71	561,944 74	632,516 36	704,018 02	523,992 85
Delaware and Hudson canal and railroad	139,977 74	73,540 06	263,162 23	1,632,318 81	60,469 47
Delaware, Lackawanna and Western	4,248,273 36	3,182,634 07	5,823,559 18	478,680 06	2,417,324 31
Erie	188,982 28	89,520 59	208,448 32	13,259,266 61	562,932 88
Erie and Pitsburg	16,527 48	10,773 29	22,879 86	487,761 19	16,721,500 34
Hanover Branch.....	19,483 03	7,885 58	19,710 52	50,180 63	81,725 42
Hempfield.....	56,851 19	32,945 12	65,995 73	47,079 13	60,494 57
Huntingdon and Broad Top Mountain.....	5,116 44	143 25	6,681 08	175,792 64	291,554 28
Ironton	326,325 30	153,935 17	195,958 11	11,940 78	32,361 57
Junction	761,769 08	334,849 82	981,465 81	45,018 98	107,612 51
Lackawanna and Bloomsburg.....	1,162,162 92	419,672 41	1,423,283 73	593,219 58	966,832 52
Lake Shore.....	11,069 46	18,138 11	23,567 24	2,078,084 21	3,137,434 25
Lake Shore and Michigan Southern†.....	345,147 63	283,968 24	537,843 81	2,997,122 06	4,897,342 37
Lawrence.....	1,048,770 68	648,708 21	1,005,075 98	32,774 81	86,462 65
Lehigh and Lackawanna.....	6,582 04	6,716 88	12,122 64	16,424 93	22,966 11
Lehigh and Susquehanna.....	8,952 32			1,176,959 68	1,945,508 54
Lehigh Valley.....	148,971 31			2,702,454 87	4,936,691 26
Little Saw Mill Run.....				25,421 51	52,354 35
Littlesown.....				9,743 73	9,181 95
Mahanoy and Broad Mountain.....				148,971 31	128,589 19
Northern Central.....	462,252 16	458,721 99	974,390 42	1,885,364 57	2,928,003 28

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allegheny Valley.....					\$2, 169, 550 00
Atlantic and Great Western.....					29, 598, 695 38
Bald Eagle Valley.....					1, 000, 000 00
Barclay coal company.....	\$550, 000 00	\$550, 000 00	\$550, 000 00	\$550, 000 00	1, 000, 000 00
Bellefonte and Snow Shoe.....	984, 800 00	984, 800 00	984, 800 00	1, 000, 000 00	600, 000 00
Buffalo, Bradford and Pittsburgh.....	600, 000 00	600, 000 00	600, 000 00	2, 286, 000 00	2, 286, 000 00
Buffalo, Corry and Pittsburgh.....	1, 100, 000 00	1, 100, 000 00	1, 100, 000 00	428, 717 50	428, 717 50
Buffalo and Erie.....				68, 897 50	6, 000, 000 00
Buffalo and Erie.....				5, 000, 000 00	402, 875 00
Catawissa.....	332, 275 00	332, 275 00	340, 225 00	402, 875 00	428, 900 00
Catawissa.....	3, 350, 000 00	3, 350, 000 00	3, 359, 500 00	3, 359, 500 00	3, 359, 500 00
Chester Creek.....					159, 500 00
Chester Valley.....	871, 900 00	871, 900 00	871, 900 00	871, 900 00	871, 900 00
Chestnut Hill.....	120, 650 00	120, 650 00	120, 650 00	120, 650 00	120, 650 00
Cleveland and Pittsburgh.....				5, 965, 625 00	6, 300, 475 00
Colebrookdale.....		5, 391, 575 00	5, 411, 925 00	11, 105 00	45, 185 00
Columbia and Port Deposit.....				203, 172 11	203, 172 11
Connecting.....	100, 000 00	100, 000 00	100, 000 00	100, 000 00	1, 278, 300 00
Cumberland Valley.....	1, 316, 900 00	1, 316, 900 00	1, 316, 900 00	1, 316, 900 00	1, 316, 900 00
Danville, Hazleton and Wilkesbarre.....					413, 150 00
Delaware, Lackawanna and Western.....	10, 247, 050 00	11, 228, 600 00	13, 386, 030 00	14, 100, 600 00	14, 100, 600 00
East Brandywine and Waynesburg.....	89, 800 00	89, 800 00	89, 800 00	89, 800 00	89, 800 00
East Mahanoy.....	392, 550 00	392, 550 00	392, 550 00	392, 550 00	392, 550 00
East Pennsylvania.....	604, 400 00	654, 400 00	654, 400 00	654, 400 00	1, 309, 200 00
Elmira and Williamsport.....	1, 000, 000 00	1, 000, 000 00	1, 000, 000 00	1, 000, 000 00	1, 000, 000 00
Ebensburg and Cresson.....					42, 000 00
Enterprise.....		99, 625 00	158, 750 00	276, 700 00	354, 700 00
Erie.....				46, 302, 210 00	78, 536, 910 00
Erie and Pittsburgh.....	604, 300 00	664, 300 00	664, 300 00	987, 900 00	999, 600 00
Fayette County.....		107, 400 00	107, 400 00	130, 000 00	90, 000 00
Hanover Branch.....	116, 850 00	116, 850 00	116, 850 00	116, 850 00	116, 850 00
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	1, 182, 550 00	1, 182, 550 00	1, 182, 550 00	1, 182, 550 00	1, 182, 550 00
Hempfield.....	1, 809, 565 13	1, 809, 565 13	1, 809, 565 13	1, 809, 565 13	1, 809, 565 13
Huntingdon and Broad Top Mountain.....	685, 130 03	685, 130 03	685, 130 03	680, 380 03	1, 706, 580 03
Ironton.....	400, 000 00	400, 000 00	400, 000 00	400, 000 00	400, 000 00
Jamestown and Franklin.....	402, 900 00		611, 305 00	602, 827 50	603, 077 50
Junction.....	26, 250 00	568, 952 50	155, 250 00	180, 250 00	180, 250 00
Lackawanna and Bloomsburg.....	1, 335, 000 00	1, 335, 000 00	1, 335, 000 00	1, 335, 000 00	1, 335, 000 00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889.
Lake Shore.....	\$5,000,000 00	\$5,000,000 00	\$8,750,000 00	\$8,750,000 00	\$15,000,000 00
Lawrence.....				150,400 00	280,450 00
Lehigh and Lackawanna.....			375,100 00	375,100 00	375,100 00
Lehigh Valley.....	6,032,250 00	9,408,200 00	10,731,400 00	16,068,150 00	16,060,650 00
Little Saw Mill Run.....		83,562 00	83,562 00	83,745 95	83,000 00
Littlestown.....			46,225 00	46,225 00	46,225 00
Little Schuylkill navigation, coal and.....	2,646,100 00	2,646,100 00	2,646,100 00	2,646,100 00	2,646,100 00
Lorberry Creek.....	52,050 00	52,050 00	52,050 00	52,050 00	52,050 00
Lykens Valley coal and.....	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Mahanoy Valley.....					125,000 00
Mahanoy and Broad Mountain.....	921,615 00	1,335,815 00	1,676,915 00	1,874,465 00	2,036,015 00
Millin and Centre County.....	24,209 27	24,874 27	38,479 27	62,212 50	63,319 00
Mill Creek and Mine Hill navigation and.....	323,375 00	323,375 00	323,375 00	323,375 00	323,375 00
Mine Hill and Schuylkill Haven.....	3,708,200 00	3,775,600 00	3,775,600 00	3,775,600 00	3,856,450 00
Mount Carbon.....	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Mount Carbon and Port Carbon.....	282,350 00	282,350 00	282,350 00	282,350 00	282,350 00
Middle Creek.....				100,000 00	140,947 91
Nesquehoning Valley.....	63,800 00	63,800 00	63,940 00	63,990 00	369,495 00
New Castle and Beaver Valley.....	170,850 00	198,250 00	233,300 00	263,668 67	605,000 00
Northern Central.....	4,295,630 00	4,518,900 00	4,648,900 00	4,798,900 00	5,000,000 00
North Lebanon.....	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
North Pennsylvania.....	3,150,150 00	3,150,150 00	3,150,000 00	3,150,000 00	3,150,000 00
Oil Creek and Allegheny River.....				4,239,450 00	4,239,450 00
Oil City and Pit-Hole Branch.....				485,000 00	485,000 00
Pennsylvania and New York canal and.....					1,081,700 00
Pennsylvania.....	20,000,000 00	20,000,000 00	21,045,750 00	27,040,762 50	33,493,112 50
Pennsylvania coal company.....	3,200,000 00	3,200,000 00	3,200,000 00	3,200,000 00	3,200,000 00
Perkionien.....		11,599 20	25,150 00	37,305 00	37,650 00
Philadelphia and Baltimore Central.....		218,100 00	218,000 00	218,000 00	218,000 00
Philadelphia and Erie.....	5,069,450 00	5,068,700 00	5,996,700 00	6,004,200 00	6,004,300 00
Philadelphia and Reading.....	20,040,673 47	22,742,897 27	23,886,101 35	26,301,351 74	29,025,100 23
Philadelphia, Germantown and Norristown.....	1,476,300 00	1,491,850 00	1,535,550 00	1,587,700 00	1,595,750 00
Philadelphia and Trenton.....	999,200 00	1,099,120 00	1,099,120 00	1,259,120 00	1,259,100 00
Philadelphia, Wilmington and Baltimore.....	8,973,300 00	9,019,300 00	9,058,300 00	9,084,300 00	9,520,850 00
Pine Grove and Lebanon.....					100,000 00
Pittsburg, Cincinnati and St. Louis.....					5,423,200 00
Pittsburg and Connellsville.....	1,774,623 43	1,776,129 43	1,776,129 43	1,793,926 43	1,794,576 43

Pittsburg, Fort Wayne and Chicago.....	9, 307, 000 00	9, 940, 765 48	11, 497, 402 35	11, 500, 000 00	19, 583, 947 71
Port Kennedy.....	504, 019 09	505, 214 09	505, 748 09	505, 848 09	10, 550 00
Reading and Columbia.....	1, 289, 150 00	1, 289, 150 00	1, 289, 150 00	1, 289, 150 00	506, 848 09
Schuylkill and Susquehanna.....	576, 050 00	576, 050 00	576, 050 00	576, 050 00	1, 239, 150 00
Schuylkill Valley navigation and.....	869, 450 00	869, 450 00	869, 450 00	869, 450 00	576, 050 00
Shamokin Valley and Pottsville.....	58, 368 00	58, 456 00	58, 468 00	58, 468 00	869, 450 00
Shamokin and Trevorton.....	437, 800 00	2, 500, 000 00	2, 500, 000 00	2, 500, 000 00	130, 000 00
Southwark.....	165, 000 00	165, 000 00	165, 000 00	165, 000 00	58, 468 00
Summit Branch.....	684, 035 83	684, 035 83	684, 035 83	684, 035 83	2, 502, 250 00
Tyoga.....	822, 450 00	822, 450 00	822, 450 00	822, 450 00	530, 900 00
Tyrone and Clearfield.....	317, 050 00	317, 050 00	317, 050 00	317, 050 00	510, 000 00
Warren and Pine Grove.....	165, 000 00	165, 000 00	165, 000 00	165, 000 00	4, 375 00
West Chester.....	684, 035 83	684, 035 83	684, 035 83	684, 035 83	165, 000 00
West Chester and Philadelphia.....	822, 450 00	822, 450 00	822, 450 00	822, 450 00	684, 045 83
Western Pennsylvania.....	317, 050 00	317, 050 00	317, 050 00	317, 050 00	1, 022, 450 00
Wilmington and Reading.....	317, 050 00	317, 050 00	317, 050 00	317, 050 00	1, 022, 450 00
Wrightsville, York and Gettysburg.....	317, 050 00	317, 050 00	317, 050 00	317, 050 00	734, 812 07
Wyoming Gravity.....	18, 760 00	18, 760 00	18, 760 00	18, 760 00	317, 050 00
Zerbe Valley.....	1, 000, 000 00	1, 000, 000 00	1, 000, 000 00	1, 000, 000 00	18, 760 00
					1, 000, 000 00

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allegheny Valley					\$4,396,936 74
Atlantic and Great Western					29,999,900 00
Bald Eagle Valley					479,000 00
Barclay coal company	\$500,000 00	\$500,000 00	\$488,000 00	\$482,000 00	119,000 00
Belleville and Snow Shoe	135,000 00	160,000 00	160,000 00	134,500 00	99,000 00
Bellefonte and Snow Shoe	101,119 85	101,144 47	101,119 99	99,000 00	583,500 00
Buffalo, Bradford and Pittsburg	1,540,000 00	1,766,000 00	1,766,000 00	580,000 00	1,074,315 43
Buffalo, Corry and Pittsburg			108,561 00	1,076,234 17	4,000,000 00
Buffalo and Erie			1,000,000 00	3,700,000 00	445,350 00
Catawissa	279,000 00	266,000 00	262,500 00	371,000 00	
Chester Creek					185,000 00
Chester Valley	850,000 00	865,100 00	885,000 00	920,000 00	1,437,500 00
Cleveland and Pittsburg		3,887,060 00	3,964,000 00	4,197,000 00	3,883,500 00
Colebrookdale				60,200 73	490,976 88
Columbia and Port Deposit				83,000 00	101,460 57
Connecting	600,000 00	1,000,000 00	1,900,035 13	2,078,300 00	1,000,000 00
Cumberland Valley	470,500 00	384,000 00	356,100 00	352,400 00	352,300 00
Danville, Hazleton and Wilkesbarre					510,000 00
Delaware, Lackawanna and Western	4,234,085 48	4,087,721 83	4,016,205 31	4,691,161 95	5,498,000 00
East Brandywine and Waynesburg	170,000 00	170,000 00	170,000 00	170,000 00	177,000 00
East Pennsylvania	643,288 30	574,900 00	574,900 00	506,900 00	491,900 00
Elmira and Williamsport	1,620,000 00	1,620,000 00	1,620,000 00	1,620,000 00	1,620,000 00
Ebensburg and Cresson					80,000 00
Enterprise					5,533 11
Erie	1,550,000 00	1,684,001 04	1,848,450 92	2,242,535 81	23,398,800 00
Erie and Pittsburg	700,000 00	700,000 00	700,000 00	2,521,235 32	2,577,504 00
Harrisburg, Portsmouth, Mount Joy and Lancaster	600,000 00	600,000 00	600,000 00	700,000 00	600,000 00
Hempfield	1,825,400 96	1,462,142 50	1,656,245 00	1,810,044 94	1,927,614 16
Huntingdon and Broad Top Mountain	200,000 00	203,500 00	150,000 00	150,000 00	130,000 00
Ironton	104,000 00	500,000 00	567,966 23	1,080,641 71	1,688,228 27
Jamestown and Franklin	679,904 09		800,000 00	800,000 00	800,000 00
Lackawanna and Bloomsburg	2,398,133 73	2,470,525 00	2,342,175 00	2,316,709 00	2,325,000 00
Lake Shore	1,500,000 00	1,500,000 00	2,500,000 00	2,500,000 00	5,499,000 00
Lawrence				327,000 00	380,000 00
Lehigh and Lackawanna	90,000 00	105,000 00	200,000 00	320,000 00	340,000 00
Lehigh Valley	1,477,000 00	1,477,000 00	2,303,111 00	3,998,503 25	6,516,689 25
Little Saw Mill Run	73,333 05	62,841 53	49,454 08	45,081 72	36,166 67

Littlestown.....	978,554 81	885,000 00	868,000 00	807,500 00	34,836 99
Little Schuylkill navigation, coal and..					795,500 00
Mahanoy Valley.....	250,000 00	250,000 00	250,000 00	430,000 00	15,250 00
Mahanoy and Broad Mountain	138,132 61	104,200 00	155,500 00	185,000 00	407,907 40
Mifflin and Centre County.....	208,500 00	193,300 00	182,700 00	157,500 00	137,300 00
New Castle and Beaver Valley.....	4,850,000 00	6,094,282 45	5,829,507 38	6,424,455 56	7,598,082 28
Northern Central.....	3,135,705 00	3,124,737 50	3,292,154 00	3,463,830 00	3,721,915 41
North Pennsylvania.....				3,170,000 00	3,170,000 00
Oil Creek and Allegheny River.....				190,000 00	190,000 00
Oil City and Pic-Hole Branch.....					3,000,000 00
Pennsylvania and New York canal and	10,868,720 08	11,884,355 75	13,903,395 24	14,965,568 00	19,834,015 88
Pennsylvania.....	997,500 00	947,500 00		972,500 00	975,500 00
Pennsylvania coal company.....					616,480 85
Perkiomen.....				164,900 00	1,091,680 30
Philadelphia and Baltimore Central	800,000 00	800,000 00		1,012,500 00	12,638,974 00
Philadelphia and Erie.....	13,002,000 00	13,000,600 00		13,328,633 00	7,330,190 83
Philadelphia and Reading.....	6,960,652 67	6,713,552 67		7,050,225 17	55,900 00
Philadelphia, Germantown and Norristown	183,000 00	159,800 00		63,950 00	2,543,000 00
Philadelphia, Wilmington and Baltimore	676,000 00	1,450,000 00		2,437,500 00	59,336 13
Pine Grove and Lebanon.....					10,457,874 46
Pittsburg, Cincinnati and St. Louis					5,500,000 00
Pittsburg and Connellsville.....	1,544,207 43	1,573,108 10		5,575,584 55	13,635,092 67
Pittsburg, Fort Wayne and Chicago.....	12,574,500 00	12,572,500 00		12,702,986 76	1,952,859 36
Reading and Columbia.....	1,094,295 00	1,374,446 23		1,919,749 47	203,120 36
Schuylkill and Susquehanna.....	230,566 19	267,722 42		246,218 54	67,331 50
Shamokin Valley and Pottsville				700,000 00	393,000 00
Shamokin and Trevorton					501,000 00
South Mountain iron company.....	700,000 00				246,000 00
Summit Branch.....					404,039 18
Tioga.....	352,292 12	562,000 00	567,274 67	550,823 97	1,065,100 00
Tyrone and Clearfield.....		316,000 00	285,500 00	250,500 00	2,124,381 30
West Chester and Philadelphia.....	1,093,140 00	1,076,464 80			68,200 00
Western Pennsylvania.....	1,041,670 13	1,219,992 00			759,300 00
Wilmington and Reading.....					76,484 79
Wrightsville, York and Gettysburg.....	76,180,43	76,180 43			

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allegheny Valley.....	\$1,050,000 00	\$1,050,000 00	\$1,050,000 00	\$1,050,000 00	\$7,913,582 20
Bald Eagle Valley.....	428,513 66	436,286 41	440,598 72	442,058 87	1,050,000 00
Belleville and Snow Shoe.....			180,691 08	1,431,465 73	442,058 87
Buffalo, Bradford and Pitsburg.....			5,109,952 80	6,718,800 71	1,446,987 95
Buffalo, Corry and Pitsburg.....		2,863,000 00	2,866,000 00	2,866,000 00	7,008,901 03
Buffalo and Erie.....			678,537 89	708,322 17	2,866,000 00
Catawissa.....	570,215 60	621,800 59			738,854 42
Catawissa and Fogelsville.....	3,634,000 00	3,634,000 00	3,634,000 00	3,744,000 00	3,826,500 00
Chestnut Creek.....					344,500 00
Chestnut Hill.....					1,371,900 00
Cleveland and Pitsburg.....	120,650 00	120,650 00	120,650 00	120,650 00	120,650 00
Colebrookdale.....		9,063,895 00	9,415,618 00	10,317,692 18	10,733,780 17
Columbia and Port Deposit.....				54,601 54	516,099 55
Connecticut.....					304,632 68
Cumberland Valley.....	1,131,037 05	1,691,037 05	2,000,035 00	2,178,300 00	2,278,300 00
Danville, Hazleton and Wilkesbarre.....			1,691,037 05	1,468,237 05	1,468,237 05
Delaware and Hudson canal and railroad.....	1,996,042 67	2,162,876 04	2,154,474 45	2,387,577 81	2,638,801 80
Delaware, Lackawanna and Western.....	10,251,819 55	12,599,844 58	12,884,405 79	13,988,875 97	14,500,000 00
East Bradywine and Waynesburg.....	259,000 00	259,000 00	259,000 00	259,000 00	259,000 00
East Mahanox.....	391,603 93	391,603 93	391,603 93	391,603 93	391,603 93
East Pennsylvania.....	1,435,253 94	1,569,739 92	1,861,654 38	1,912,550 60	1,472,559 12
Elmira and Williamsport.....	2,620,000 00	2,620,000 00	2,620,000 00	2,620,000 00	2,620,000 00
Elmhurst and Cresson.....					122,000 00
Enterprise.....				237,479 41	389,816 25
Erie.....	2,175,836 97	2,397,549 09	2,717,998 16	56,488,605 97	65,131,959 01
Erie and Pitsburg.....	130,000 00	130,000 00	130,000 00	130,000 00	130,000 00
Fayette County.....	224,073 57	233,710 00	233,710 00	253,815 92	257,890 80
Hanover Branch.....					1,882,550 00
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	1,657,799 94	1,657,798 94	1,657,798 94	1,657,798 94	1,657,798 94
Hempfield.....	2,089,827 76	2,188,498 67	2,192,814 35	2,201,675 24	2,202,147 02
Huntingdon and Broad Top Mountain.....	275,046 01	280,158 22	268,000 00	268,000 00	268,000 00
Ironcon.....	917,329 55	1,227,606 20	1,629,846 29	1,643,127 69	1,766,237 69
Jonestown and Franklin.....	715,731 81		891,251 43	892,751 43	898,324 25
Junction.....	3,776,827 18	3,812,146 04	3,753,130 04	3,753,744 00	3,870,000 00
Lackawanna and Bloomsburg.....	4,789,121 12	4,868,427 13	4,868,427 13	4,868,427 13	19,007,727 89
Lake Shore.....					

Lawrence.....	2,828,911 00	5,000,221 00	11,206,766 34	399,409 66	614,869 34
Lehigh and Susquehanna.....	9,841,593 96	12,994,222 35	14,867,141 92	13,570,597 27	13,919,762 97
Little Saw Mill Run.....	91,011 44	91,011 44	91,011 44	17,541,859 03	17,987,658 66
Littletown.....	1,461,283 14	76,000 00	76,000 00	91,011 44	91,011 44
Little Schuylkill navigation, coal and.....	82,050 00	1,466,283 14	1,466,283 14	1,466,283 14	1,466,283 14
Lorberry Creek.....	1,166,698 66	1,582,410 17	1,897,201 77	2,088,243 68	2,272,344 89
Mahanoy Valley.....	107,284 69	167,900 00	195,654 89	252,491 21	252,491 21
Mahanoy and Broad Mountain.....	203,259 58	203,259 58	203,259 58	203,259 58	203,259 58
Mill Creek and Centre County.....	36,117 17	36,117 17	36,117 17	100,000 00	139,311 76
Mill Creek and Mine Hill navigation and.....	375,358 28	390,025 06	408,533 45	425,007 29	424,467 91
Mine Hill and Schuylkill Haven.....	10,171,515 34	10,894,519 35	11,315,510 51	12,011,761 18	13,555,720 37
Mount Carbon.....	317,715 46	319,631 86	319,631 86	339,020 76	378,880 57
Mount Carbon and Port Carbon.....	6,336,168 31	6,420,184 73	6,517,345 50	6,694,991 07	7,025,092 63
Middle Creek.....	20,884,610 40	21,135,439 82	25,115,018 90	29,761,532 65	32,449,079 49
Nesquehoning Valley.....	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
New Castle and Beaver Valley.....	1,038,840 50	1,095,346 40	1,170,279 40	1,336,551 34	1,415,973 71
Northern Central.....	17,682,766 48	17,869,732 84	19,014,864 78	19,850,997 78	19,391,973 24
North Lebanon.....	25,811,934 81	26,880,004 18	27,817,907 25	27,636,100 50	29,815,067 49
North Pennsylvania.....	1,407,567 96	1,407,567 96	1,448,198 36	1,491,459 03	1,454,872 44
Oil Creek and Allegheny River.....	1,536,386 56	1,396,283 84	1,378,686 85	1,379,164 17	1,436,338 41
Pennsylvania.....	20,884,610 40	21,135,439 82	25,115,018 90	29,761,532 65	32,449,079 49
Pennsylvania coal company.....	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Perkiomen.....	1,038,840 50	1,095,346 40	1,170,279 40	1,336,551 34	1,415,973 71
Philadelphia and Baltimore Central.....	17,682,766 48	17,869,732 84	19,014,864 78	19,850,997 78	19,391,973 24
Philadelphia and Erie.....	25,811,934 81	26,880,004 18	27,817,907 25	27,636,100 50	29,815,067 49
Philadelphia and Reading.....	1,407,567 96	1,407,567 96	1,448,198 36	1,491,459 03	1,454,872 44
Philadelphia, Germantown and Norristown.....	1,536,386 56	1,396,283 84	1,378,686 85	1,379,164 17	1,436,338 41
Philadelphia and Trenton.....	20,884,610 40	21,135,439 82	25,115,018 90	29,761,532 65	32,449,079 49
Philadelphia, Wilmington and Baltimore.....	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Pine Grove and Lebanon.....	1,038,840 50	1,095,346 40	1,170,279 40	1,336,551 34	1,415,973 71
Pittsburg, Cincinnati and St. Louis.....	17,682,766 48	17,869,732 84	19,014,864 78	19,850,997 78	19,391,973 24
Pittsburg and Connellsville.....	25,811,934 81	26,880,004 18	27,817,907 25	27,636,100 50	29,815,067 49
Pittsburg, Fort Wayne and Chicago.....	1,407,567 96	1,407,567 96	1,448,198 36	1,491,459 03	1,454,872 44
Port Kennedy.....	1,536,386 56	1,396,283 84	1,378,686 85	1,379,164 17	1,436,338 41
Reading and Columbia.....	20,884,610 40	21,135,439 82	25,115,018 90	29,761,532 65	32,449,079 49
Schuylkill and Susquehanna.....	2,328,489 37	2,432,068 05	2,518,066 85	2,590,070 58	2,879,333 40
Schuylkill Valley navigation and.....	22,727,993 96	23,841,274 52	25,118,926 80	28,247,488 52	30,090,992 57
Schuylkill Valley and Pottsville.....	1,548,277 82	1,852,707 99	2,036,778 66	2,134,616 59	2,146,147 42
Shamokin Valley and Pottsville.....	1,308,686 15	1,308,686 15	1,308,686 15	1,299,845 54	1,300,701 76
Shamokin and Trevorton.....	.....	.....	.....	.....	576,840 94
South Mountain iron company.....	.....	.....	.....	.....	1,569,450 00
Summit Branch.....	.....	937,496 46	975,868 01	988,902 37	988,902 37

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1865.	1866. -	1867.	1868.	1869.
Tioga					
Tyrone and Clearfield	\$1,033,988 29	\$1,073,612 10	\$1,085,175 46	\$1,118,428 62	\$1,173,945 20
Warren and Pine Grove					914,039 18
West Chester					4,500 00
West Chester and Philadelphia					202,886 79
Western Pennsylvania	1,475,197 49	1,492,108 36	1,571,590 77	1,626,666 96	1,618,359 88
Wilkinson and Reading	1,748,981 90	2,282,298 30	2,876,829 56	3,049,056 69	3,179,441 44
Wrightsville, York and Gettysburg	393,230 43	393,230 43	393,230 43	393,534 79	1,088,732 49
					1,393,434 79

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allegheny Valley.....	8,703	7,086	7,169	48,960	433,357
Barclay coal company.....	16,579	21,948	27,212	25,478	14,650
Bellefonte and Snow Shoe.....			23,046	69,088	53,122
Buffalo, Corry and Pittsburgh.....			476,119	450,949	*338,253
Buffalo and Erie.....				10,294	14,407
Catsaqua and Fogelsville.....			681,930	582,164	567,455
Cleveland and Pitsburg.....	336,914	293,054	281,655	281,134	308,213
Cumberland Valley.....	73,850	65,603	72,107	66,957	71,505
Delaware and Hudson canal and railroad.....	199,755	200,486	187,533	191,888	189,988
Delaware, Lackawanna and Western.....	116,506	84,516	92,246	96,421	107,064
Edinra and Williamsport.....				2,194,348	2,497,113
Erie.....		185,413	166,473	147,041	154,524
Erie and Pitsburg.....	37,247	30,223	31,982	34,841	35,829
Hanover Branch.....	27,445	23,542	21,696	19,363	23,003
Hempfield.....	49,069	36,455	30,305	27,812	32,254
Huntingdon and Broad Top Mountain.....			167,971	179,720	225,150
Junction.....			269,564	221,541	253,828
Lackawanna and Bloomsburg.....	256,556	263,018	504,682	417,280	†523,544
Lake Shore.....	501,092	593,748			\$946,528
Lake Shore and Michigan Southern.....				134,750	67,156
Lawrence.....					8,091
Lehigh and Lackawanna.....	25,716	36,610	64,573	292,584	211,450
Lehigh and Susquehanna.....	499,302	552,804	631,448	688,584	753,379
Lehigh Valley.....			5,250	5,400	6,343
Littletown.....	712,707	625,081	655,651	657,997	707,278
Northern Central.....	637,781	653,508	698,359	746,911	771,984
North Pennsylvania.....				†249,507	449,970
Oil Creek and Allegheny River.....				8,395	5,550
Oil City and Pit-Hole Branch.....	2,861,836	2,673,568	3,347,466	3,747,178	4,229,363
Pennsylvania.....	101,148	103,491	125,849	130,870	162,980
Philadelphia and Baltimore Central.....	739,250	696,415	635,542	629,820	631,038
Philadelphia and Erie.....			1,273,644	1,194,575	1,527,769
Philadelphia and Reading.....	1,481,632	1,444,257			

* Ten months.

† Eight months.

‡ Seven months.

§ Five months.

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Philadelphia, Germantown and Norristown.....	2,589,684	2,469,354	2,578,521	2,756,814	2,777,535
Philadelphia and Trenton.....	1,146,531	922,599	920,434	953,722	1,110,567
Philadelphia, Wilmington and Baltimore.....	1,385,921	1,093,259	1,067,399	1,108,372	1,512,991
Pittsburg, Cincinnati and St. Louis.....	366,833	380,044	411,116	422,739	421,016
Pittsburg and Connellsville.....	1,462,701	1,302,211	1,289,075	1,376,998	1,462,124
Pittsburg, Fort Wayne and Chicago.....	71,391	89,768	127,304	146,464	1,727,633
Reading and Columbia.....	74,974	68,433	68,320	65,049	121,818
Schuylkill and Susquehanna.....	42,208	42,435	40,599	41,259	78,259
Shamokin Valley and Pottsville.....	82,007	5,508	5,114	6,673	46,444
Summit Branch.....	506,578	71,108	63,989	73,298	9,803
Tioga.....			567,982	658,636	82,580
West Chester and Philadelphia.....					678,463
Wilmington and Reading.....					*1,041
Wrightsville, York and Gettysburg.....			32,497	34,873	41,587

* Three months.

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allegheny Valley.....					607,763
Barclay coal company.....	75,402	92,737	81,459	*32,868	176,065
Bellefonte and Snow Shoe.....	57,334	83,005	75,412	77,815	107,083
Buffalo, Corry and Pitsburg.....			23,051	94,196	80,238
Buffalo and Erie.....			870,582	702,914	*986,271
Catsauqua and Fogelsville.....	112,126	102,003	218,874	234,975	303,814
Catawissa.....	128,356	214,409	312,858	354,554	454,801
Cleveland and Pitsburg.....			768,861	979,863	1,098,828
Cumberland Valley.....	123,781	188,215	219,635	244,480	244,532
Cumberland and Hudson canal and railroad.....	819,510	1,454,750	1,615,120	1,600,147	1,348,239
Delaware, Lackawanna and Western.....	1,200,097	1,920,874	2,140,134	2,128,512	1,983,946
Elmira and Williamsport.....	146,658	206,562	144,093	271,649	308,448
Erie.....				3,908,243	4,312,209
Erie and Pitsburg.....	120,000	321,074	373,170	434,005	587,247
Hanover Branch.....	38,259	43,982	59,262	85,047	91,591
Heupfield.....	12,215	17,206	14,713	13,040	11,715
Huntingdon and Broad Top Mountain.....	336,955	301,568	250,888	293,895	404,297
Ironton.....	96,479	123,700	115,948	129,015	102,754
Junction.....				1,008,270	1,202,915
Lackawanna and Bloomsburg.....	498,723	646,929	796,274	1,038,672	1,688,437
Lake Shore.....	597,506	588,210	970,803	1,038,990	†1,149,089
Lake Shore and Michigan Southern.....					†1,389,000
Lawrence.....					176,642
Lehigh and Lackawanna.....				153,725	15,565
Lehigh and Susquehanna.....	472,708	729,779	950,438	1,038,694	1,535,423
Lehigh Valley.....	2,300,422	3,050,624	3,415,213	4,064,037	3,949,238
Little Saw Mill Run.....	131,126	123,056	151,128	123,642	145,358
Littlestown.....			8,861	13,179	17,164
Northern Central.....	753,076	919,843	1,180,064	1,506,745	1,496,909
North Lebanon.....	181,653	243,617	292,283	241,532	239,985
North Pennsylvania.....	307,751	336,191	346,884	476,334	552,771
Oil Creek and Allegheny River.....				\$399,015	637,039
Pennsylvania.....	2,798,810	3,452,718	4,000,538	4,722,015	4,992,025
Pennsylvania coal company.....	507,425	593,403	970,958	1,065,065	1,103,030
Philadelphia and Baltimore Central.....	39,154	49,888	45,648	56,025	77,673

* Ten months.

† Seven months.

‡ Five months.

§ Eight months.

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Philadelphia and Erie.....	534, 975	815, 096	792, 008	1, 090, 845	1, 302, 041
Philadelphia and Reading.....	4, 307, 816	5, 197, 567	5, 421, 558	5, 143, 177	6, 016, 467
Philadelphia, Germantown and Norristown.....	251, 880	371, 202	386, 771	468, 664	553, 826
Philadelphia and Trenton.....	28, 796	86, 497	95, 945	312, 714	449, 400
Philadelphia, Wilmington and Baltimore.....	256, 929	260, 294	243, 361	281, 418	320, 198
Pittsburg and Cincinnati and St. Louis.....	.....	.....	.....	.....	890, 026
Pittsburg and Connellsville.....	220, 214	315, 734	374, 965	398, 502	515, 879
Pittsburg, Fort Wayne and Chicago.....	891, 198	1, 602, 918	1, 100, 140	1, 459, 230	1, 689, 791
Reading and Columbia.....	100, 421	125, 576	151, 180	137, 192	222, 012
Schuylkill and Susquehanna.....	247, 805	298, 069	355, 843	428, 279	409, 378
Shanokin Valley and Pottsville.....	514, 802	640, 718	563, 053	573, 460	547, 346
Summit Branch.....	.....	247, 114	267, 447	486, 009	439, 690
Toga.....	401, 975	477, 694	490, 267	634, 287	730, 483
West Chester and Philadelphia.....	79, 850	99, 637	101, 711	118, 417	97, 065
Wilmington and Reading.....	.....	.....	.....	.....	85, 512
Wrightsville, York and Gettysburg.....	28, 150	39, 149	68, 080	95, 414

* Three months.

RAILROAD REPORT.

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COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allegheny Valley.....	.....	.....	.....	.....	\$702,663 60
Barclay coal company.....	\$36,096 66	\$37,616 34	\$36,181 21	*\$31,108 89	97,614 78
Belleville and Snow Shoe.....	47,349 25	56,826 79	58,609 15	62,966 44	63,162 56
Buffalo, Corry and Pittsburg.....	.....	.....	.....	172,073 84	148,675 42
Buffalo and Erie.....	.....	.....	1,775,388 71	1,676,164 72	*1,041,499 16
Catsauqua.....	45,182 53	37,365 53	50,144 93	79,837 33	70,125 22
Catawissa.....	220,636 12	356,509 89	359,237 44	370,125 49	435,403 87
Chestnut Hill.....	.....	.....	5,679 67	6,630 10	8,900 00
Cleveland and Pittsburg.....	.....	1,595,487 71	1,410,531 24	1,372,115 22	1,401,947 67
Cumberland Valley.....	320,831 17	357,945 36	440,148 26	392,417 26	347,076 64
Delaware and Hudson canal and railroad.....	530,672 61	642,834 16	527,256 28	583,273 28	704,018 02
Delaware, Lackawanna and Western.....	1,694,648 62	2,023,672 64	2,712,662 06	1,948,459 15	1,632,318 81
Elmhurst and Williamsport.....	724,776 71	596,461 79	391,811 60	433,235 36	478,680 06
Erie.....	.....	.....	.....	11,143,092 32	13,259,266 61
Erie and Pittsburg.....	290,543 73	403,411 86	413,235 89	433,469 96	487,751 19
Hanover Branch.....	38,237 65	42,907 00	34,408 11	44,331 64	50,180 63
Hempfield.....	52,634 30	62,719 99	53,357 58	51,326 53	47,079 13
Huntingdon and Broad Top Mountain.....	273,511 28	197,311 14	134,108 77	148,336 19	175,792 04
Ironton.....	21,221 60	18,978 31	14,273 43	13,567 57	11,940 78
Junction.....	14,403 62	27,549 87	27,547 51	34,547 51	45,018 98
Lackawanna and Bloomsburg.....	572,814 60	533,868 01	546,465 85	545,850 37	593,219 58
Lake Shore.....	1,210,661 80	1,616,793 45	1,498,146 29	1,437,906 49	1,207,084 21
Lake Shore and Michigan Southern.....	.....	.....	.....	.....	1,207,084 21
Lawrence.....	.....	.....	.....	46,116 37	\$2,907,122 03
Lehigh and Lackawanna.....	330,787 00	230,585 01	340,378 43	858,264 87	16,424 93
Lehigh and Susquehanna.....	1,198,230 29	1,458,643 04	2,130,208 88	2,509,389 12	1,176,959 68
Lehigh Valley.....	.....	32,577 66	28,009 54	28,703 05	2,702,454 87
Little Saw Mill Run.....	38,700 61	4,256 80	5,131 36	6,107 25	23,421 51
Littlestown.....	.....	.....	.....	.....	9,743 73
Northern Central.....	2,055,826 10	1,800,818 95	1,556,538 71	1,893,765 58	1,855,364 57
North Lebanon.....	20,006 43	36,359 08	46,940 32	25,789 14	30,846 88
North Pennsylvania.....	462,711 04	519,713 42	514,840 84	577,462 88	640,362 31
Oil Creek and Allegheny River.....	.....	.....	.....	1,001,891 27	1,001,072 48

* Ten months.

† Eight months.

‡ Seven months.

§ Five months.

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS--Continued.

NAME OF COMPANY,	1865,	1866,	1867,	1868.	1869.
Oil City and Pit-Hole Branch.....	\$13,270,058 54	\$12,790,909 27	\$12,080,269 64	\$21,601 22	\$24,888 29
Pennsylvania.....	116,190 51	115,469 35	125,925 34	11,860,983 88	12,203,267 60
Philadelphia and Baltimore Central.....	2,357,415 15	2,819,713 33	2,688,112 37	136,321 74	187,400 54
Philadelphia and Erie.....	4,537,383 65	4,896,288 22	4,667,019 73	2,887,425 01	3,324,218 25
Philadelphia, Germantown and Norrisiown.....	320,363 66	332,619 43	302,519 71	4,638,704 25	5,111,956 85
Philadelphia and Trenton.....	684,547 87	789,908 48	564,379 21	920,153 28	956,782 36
Philadelphia, Wilmington and Baltimore.....	2,789,574 88	1,419,271 19	1,541,800 83	663,651 23	755,801 47
Pittsburg, Cincinnati and St. Louis.....	252,226 37	293,143 89	307,219 20	1,488,006 05	1,689,207 83
Pittsburg and Connellsville.....	4,886,502 57	5,350,628 14	4,736,274 27	.....	1,902,268 61
Pittsburg, Fort Wayne and Chicago.....	133,521 15	117,202 04	148,540 14	311,702 25	384,704 94
Reading and Columbia.....	158,903 61	160,249 42	121,806 01	4,793,067 12	4,939,772 53
Schuylkill and Susquehanna.....	174,397 78	217,746 80	172,640 74	143,455 46	146,765 60
Shamokin Valley and Pottsville.....	.....	57,384 21	72,473 51	161,278 55	138,120 43
Summit Branch.....	186,895 69	140,311 48	128,698 52	194,252 16	180,850 70
Toga.....	146,642 69	230,249 77	191,939 80	70,929 70	99,874 35
West Chester and Philadelphia.....	.....	.....	.....	164,037 33	215,674 55
Wilmington and Reading.....	.....	.....	.....	186,480 95	215,674 55
Wrightsville, York and Gettysburg.....	.....	26,621 21	24,890 03	.....	*1,061 88
				36,370 31	41,110 07

*Three months.

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allegheny Valley.....					\$1,045,385 00
Barclay coal company.....	\$59,884 00	\$71,000 97	\$57,062 77	*\$8,047 92	9,464 31
Belleville and Snow Shoe.....	115,414 11	98,150 24	93,233 23	96,646 92	108,342 96
Buffalo, Corry and Pitsburg.....			11,284 90	223,029 98	225,909 34
Buffalo and Erie.....			2,352,229 70	2,222,804 73	*1,888,267 77
Catsaunqua and Fogelsville.....	55,321 97	84,039 28	100,604 92	125,059 89	150,265 08
Catawissa.....	370,223 33	487,951 69	502,917 98	540,542 95	625,131 66
Chestnut Hill.....	22,272 75	19,473 15	19,400 96	19,625 69	21,313 97
Cumberland and Pitsburg.....		2,612,186 90	2,140,130 00	2,306,236 88	2,383,670 23
Cleveland and Pitsburg.....	460,340 73	564,407 90	534,265 36	4570,787 42	523,992 85
Delaware and Hudson canal and railroad.....	35,363 50	57,324 53	31,590 20	30,449 78	60,469 47
Delaware, Lackawanna and Western.....	1,733,319 98	2,738,496 20	2,613,978 62	3,743,107 00	2,417,324 31
Elmira and Williamsport.....	620,319 00	517,530 65	395,149 48	528,626 39	592,932 88
Erie.....				14,376,872 27	16,721,500 34
Erie and Pitsburg.....	493,220 50	618,555 67	640,768 18	636,915 95	824,610 94
Hanover Branch.....	48,646 65	55,891 29	48,561 22	78,489 87	81,726 42
Hempfield.....	53,829 49	55,691 77	52,198 22	48,980 86	60,494 57
Huntingdon and Broad Top Mountain.....	352,213 15	250,906 09	186,450 91	219,211 02	291,564 28
Ironton.....	124,147 10	56,452 12	37,144 44	37,321 87	32,361 57
Junction.....	49,166 91		75,263 38	79,032 70	107,612 51
Lackawanna and Bloomsburg.....	633,015 34	818,877 80	790,808 46	842,567 15	966,882 52
Lake Shore.....	2,359,222 88	2,568,834 83	2,659,346 60	2,467,628 09	1,313,434 25
Lake Shore and Michigan Southern.....					14,897,542 57
Lawrence.....				103,162 95	86,462 65
Lehigh and Lackawanna.....					224,996 11
Lehigh and Susquehanna.....	333,031 59	401,076 69	534,154 58	1,027,418 11	1,945,508 54
Lehigh Valley.....	3,049,859 80	3,718,679 99	3,580,764 58	4,220,535 57	4,936,591 26
Little Saw Mill Run.....	62,003 10	52,162 73	58,288 70	45,250 13	52,294 35
Littles town.....		5,180 13	5,753 12	7,671 82	9,181 95
Mahanoy and Broad Mountain.....		100,000 00	106,377 51	116,239 34	128,589 19
Northern Central.....	3,477,640 98	2,964,032 94	2,701,123 28	2,907,151 82	2,998,063 28
North Lebanon.....	38,107 85	41,418 05	86,335 80	77,830 90	77,963 32
North Pennsylvania.....	875,951 05	902,213 17	898,573 75	1,015,394 29	1,132,731 14
Oil Creek and Allegheny River.....				\$1,197,090 26	2,014,427 34
Oil City and Pitt-Hole Branch.....				26,671 51	33,522 11

* Ten months.

† \$29,922 69 was for transportation of previous year.

‡ Seven months.

§ Five months.

|| Eight months.

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Pennsylvania.....	\$17,504,013 85	\$16,717,289 20	\$16,340,156 36	\$17,233,497 31	\$17,250,811 73
Philadelphia and Baltimore Central.....	138,434 98	149,218 35	140,347 91	155,746 03	196,672 50
Philadelphia and Erie.....	2,074,140 79	2,541,051 79	2,334,731 22	2,804,250 36	3,262,705 29
Philadelphia and Reading.....	11,142,518 70	10,902,813 87	9,106,496 23	8,791,937 05	11,208,381 18
Philadelphia, Germantown and Norristown.....	636,739 51	605,345 91	634,717 39	642,639 49	697,619 70
Philadelphia and Trenton.....	1,030,438 76	848,445 69	863,705 32	923,196 35	1,077,358 93
Philadelphia, Wilmington and Baltimore	3,828,464 06	2,470,958 64	2,432,531 12	2,393,897 52	2,565,302 31
Pittsburg, Cincinnati and St. Louis.....	410,723 85	539,109 56	608,596 82	508,625 92	2,434,101 21
Pittsburg and Connellsville.....	8,582,300 79	7,525,386 23	7,278,897 68	7,955,300 58	8,131,531 42
Pittsburg, Ft. Wayne and Chicago.....	149,980 96	139,295 89	172,642 72	178,447 15	207,799 19
Reading and Columbia	121,570 64	145,897 50	146,840 90	167,517 63	172,493 61
Schenykill and Susquehanna.....	303,223 13	348,138 11	280,452 08	277,763 49	261,317 04
Shamokin Valley and Pottsville.....	.....	131,784 00	164,453 06	237,928 48	238,149 92
Summit Branch	239,609 55	264,123 06	262,369 52	337,060 36	336,440 00
Tioga	347,240 95	357,590 06	375,680 30	350,131 01	330,571 14
West Chester and Philadelphia.....	.....	.....	.....	.....	*1,253 82
Wilmington and Reading.....	.....	27,597 85	31,227 92	43,788 58	61,436 70
Wrightsville, York and Gettysburg.....	.....	.....	.....	.....	.....

* Three months.

COMPARATIVE STATEMENT OF CASH OR STOCK DIVIDENDS DECLARED FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Barclay coal company.....				2	7
Bellefonte and Snow Shoe.....		2	3	3	3
Buffalo and Erie.....			5	9	8
Catasauqua and Fogelsville.....		6	6	6	6
Catawissa.....			*3½	*6	*6½
Chester Creek.....					6
Chestnut Hill.....	11	10	10	9	10
Cleveland and Pittsburg.....		4	5	4	8
Cumberland Valley.....	8	8	8	8	8
Delaware, Lackawanna and Western.....	15	20	10-175	10-13 64½	10
East Mahanoy.....	6	6	6	6	6
East Pennsylvania.....					71100
Elmira and Williamsport.....	*7-55	*7-55	*7-55	*7-55	*7-55
Fayette County.....		13 80	13 80	13 75	13 80
Hanover Branch.....		5	10	10	10
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	7	7	7	7	7
Lake Shore.....	35	10	10	7	4½-11 10
Lake Shore and Michigan Southern.....					4
Lehigh Valley.....	10	20	10	10	10
Little Saw Mill Run.....			7	7	18
Little Schuylkill navigation, coal and.....	3	2		2	7½
Lykens Valley coal and.....	4½	9	9	10	10
Mill Creek and Mine Hill navigation and.....	10	10	10	10	10
Mine Hill and Schuylkill Haven.....	8	8	8	8	8
Mount Carbon.....	6	6	6	6	6
Mount Carbon and Port Carbon.....	12	12	12	12	12
New Castle and Beaver Valley.....	7½	11½	12	12	11½
Northern Central.....	8	8	8	8	8
North Lebanon.....	10	10	10	16	14
North Pennsylvania.....			**5	**5	**5
Oil Creek and Allegheny River.....				5	10
Pennsylvania.....	10	9	11	13	10
Pennsylvania coal company.....	32½	20	20	20	20
Philadelphia and Reading.....	10	10	11	10	11
Philadelphia, Germantown and Norristown.....	8	9	10	10	10
Philadelphia and Trenton.....	10	15	10	10	10
Philadelphia, Wilmington and Baltimore.....	10	5	9	8	8
Pittsburg, Fort Wayne and Chicago.....	10	10	10	10	10-117
Schuylkill Valley navigation and.....	5	5	5	5	5
Shamokin Valley and Pottsville.....	4	4½	5½	6	6
Southwark.....	6	6	6	6	6
Summit Branch.....				3	8
Tioga.....	4	25	8		

* On preferred stock.

*§ On common stock.

** Scrip.

† Per share on scrip.

‡ Per share.

†† Cash and stock.

‡ Stock.

†† Bonds.

††† 3 qrs. at 10 per ct.; 1 qr. at 7 per ct.

Philadelphia, Wilmington and Baltimore.....	23	15	11	2	8	7	13	8	13	7
Pittsburg, Cincinnati and St. Louis.....	3	3	9	7	7	7	9	4	7	12
Pittsburg and Connelville.....	51	58	38	104	29	54	40	71	3	7
Pittsburg, Fort Wayne and Chicago.....	1	3	1	1	2	3	1	1	23	16
Reading and Columbia.....	1	1	1	1	1	1	2	1	1	4
Schuylkill and Susquehanna.....	2	1	1	1	1	1	1	1	3	1
Shamokin Valley and Pottsville.....	2	1	1	1	1	1	1	1	1	1
Summit Branch.....	2	1	1	1	1	1	1	1	1	1
Tioga.....	2	2	2	2	1	3	1	1	1	1
West Chester and Philadelphia.....	4	2	2	2	1	3	1	1	1	1
Wilmington and Reading.....	4	2	2	2	1	3	1	1	1	1
Wrightsville, York and Gettysburg.....	4	2	2	2	1	3	1	1	1	2

*Seven months.

†Five months.

TABULATED RESULTS
COMPILED FROM CITY PASSENGER RAILWAYS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.....	Amount of stock subscribed	Total am't now paid in of capital stock.	Total am't now of funded and floating debt...	Rate per cent. of interest on funded debt.....	Rate per cent. of dividend.....
Allentown.....	\$31,500 00	\$31,500 00	\$30,313 75	\$11,900 00	7	14
Citizens', Philadelphia	500,000 00	500,000 00	132,750 00	57,700 00	7	18
Citizens', Pittsburg.....	200,000 00	*100,000 00	184,000 00	29,562 50	7	†\$0 cts. 2½
Easton and South Easton.....	75,000 00	29,562 50	18,550 00	17,271 73	7	6
Erie City.....	100,000 00	23,300 00	491,750 00	307,545 00	7	6
Frankford and Southwark, Philadelphia.....	500,000 00	1,000,000 00	170,000 00	100,000 00	7	†\$2 00
German town, Philadelphia.....	500,000 00	500,000 00	150,000 00	11,904 73	7	†2 50
Girard College, Philadelphia.....	500,000 00	43,475 00	41,384 77	165,900 00	7	†20
Green and Coates Street, Philadelphia	75,000 00	2,050,000 00	306,390 36	73,982 20	7	6
Harrisburg City.....	2,050,000 00	250,000 00	90,000 00	67,163 15	7	6
Hestonville, Mania and Fairmount, Philadelphia	500,000 00	59,500 00	59,500 00	221,264 71	6	†\$3 00
Lombard and South Street, Philadelphia	100,000 00	125,300 00	225,000 00	57,000 00	7	8
People's Street, Luzerne county	\$80,000 00	750,000 00	200,000 00	5,600 00	7	4
Philadelphia City, Philadelphia.....	750,000 00	200,000 00	285,307 00	25,433 57	7	†\$3 00
Philadelphia and Darby, Philadelphia.....	1,000,000 00	200,000 00	140,000 00	63,300 00	7	6
Philadelphia and Gray's Ferry, Philadelphia.....	1,000,000 00	200,000 00	88,000 00	119,300 00	7	2
Pittsburg, Allegheny and Manchester	100,000 00	100,000 00	120,508 00	7,408 11	6	†\$3 00
Pittsburg and Birmingham, Pittsburg	250,000 00	241,000 00	50,000 00	300,000 00	6	†\$3 00
Ridge Avenue and Manayunk, Philadelphia.....	500,000 00	500,000 00	50,000 00	100,000 00	7	10
Schuylkill River.....	961,100 00	991,100 00	57,337 25	8,500 00	7	
Second and Third Street, Philadelphia.....	500,000 00	500,000 00	160,000 00	20,965 82	7	
Seventeenth and Nineteenth Street, Philadelphia.....	1,000,000 00	997,700 00	400,000 00	2,035,005 46		
Thirteenth and Fifteenth Street, Philadelphia	1,000,000 00	1,000,000 00	400,000 00			
Union, Philadelphia.....	1,000,000 00	1,000,000 00	400,000 00			
West Philadelphia.....	500,000 00	400,000 00	400,000 00			
Wilkesbarre and Kingston.....	75,000 00	75,000 00	50,000 00			
Williamsport	50,000 00	15,600 00	15,600 00			
	13,897,600 00	11,294,787 50	4,905,380 63			

* Originally.

† Stock.

‡ Per share.

§ With power to increase.

TABLE C.—TRANSPORTATION OF PASSENGERS, EXPENSES AND RECEIPTS.

NAME OF COMPANY.	TRANSPORTATION OF PASSENGERS.	EXPENSES.			RECEIPTS.
		Of maintain- ing road or real estate of corporation.	Of operating the road.	Total.	
Allentown	Number of pas- sengers car- ried in cars.		\$8,451 68	\$8,451 68	\$8,088 72
Citizens', Philadelphia	3,902,336	\$3,539 31	135,116 95	138,656 26	240,293 21
Citizens', Pitsburg	2,405,709	15,217 63	81,899 35	97,116 98	145,598 15
Eaton and South Easton	154,112	111 23	5,895 22	6,006 45	8,565 05
Erie City	201,274	347 56	9,414 03	9,761 59	12,443 81
Frankford and Southwark, Philadelphia	4,540,779	28,063 75	295,039 23	233,102 98	398,138 06
Germantown, Philadelphia	4,050,000	8,215 07	230,990 67	239,205 74	348,021 09
Girard College, Philadelphia				101,377 72	136,884 95
Green and Coates Street, Philadelphia		5,611 16	130,507 72	136,118 88	176,078 35
Harrisburg City	124,346			7,053 45	7,280 35
Hestonville, Mantua and Fairmount, Philadelphia	3,880,876	18,209 11	195,346 72	213,555 83	283,927 07
Loubar and South Street, Philadelphia	1,450,000	1,950 33	64,105 66	66,055 99	78,378 30
Oakland and East Liberty	770,064	3,869 03	41,427 96	45,297 99	47,781 21
People's Street, Luzerne county	290,832	1,165 00	17,425 79	18,590 79	27,721 46
Philadelphia City, Philadelphia	4,261,152	7,723 13	163,953 01	171,681 14	235,815 73
Philadelphia and Darby, Philadelphia	400,000	195 60	263,593 25	263,788 85	40,434 35
Philadelphia and Gray's Ferry, Philadelphia	1,700,000	2,675 50	58,474 53	61,150 03	86,642 22
Pittsburg, Allegheny and Manchester	2,354,545	4,690 26	78,145 27	82,835 53	134,688 06
Pittsburg and Birmingham	1,281,216	10,221 84	57,964 95	68,186 79	81,702 01
Ridge Avenue and Manayunk, Philadelphia		2,584 54	29,223 63	31,808 17	41,494 62
Schuylkill River: Not operated during the year.					
Second and Third Street, Philadelphia	7,873,497	21,018 86	287,743 16	308,762 02	401,156 31
Seventeenth and Nineteenth Street, Philadelphia	1,731,483	5,174 88	66,119 73	71,294 61	106,467 32
Thirteenth and Fifteenth Street, Philadelphia	3,099,749	2,740 16	99,862 63	102,602 79	170,503 67
Union, Philadelphia	7,084,606			398,941 86	463,298 49
West Philadelphia, Philadelphia	6,100,000	21,079 15	254,037 31	275,136 46	393,731 63
Wilkesbarre and Kingston	240,000	512 42	11,289 00	11,801 42	19,120 00
Williamsport		194 26	5,889 18	6,083 44	8,384 09
	57,823,615	105,103 78	2,262,935 63	2,905,417 44	4,032,576 28

TABLE D.—ACCIDENTS.

NAME OF COMPANY.	PASSENGER'S.		EMPLOYEE'S.		OTHERS.		TOTAL.	
	Killed.....	Injured ..	Killed.....	Injured ..	Killed.....	Injured ..	Killed.....	Injured ..
Frankford and Southwark, Philadelphia.....		1				2		3
Germantown, Philadelphia.....							1	2
Green and Coates Street, Philadelphia.....					1		1	
Hestonville, Mantua and Fairmount, Philadelphia,					1	1	1	1
Lombard and South Street, Philadelphia						1		1
People's Street, Luzerne county.....					1	1	1	1
Philadelphia City, Philadelphia.....					1		1	
Pittsburg, Allegheny and Manchester		2			1	1	1	3
Pittsburg and Birmingham, Pittsburg.....					1		1	
Ridge Avenue and Manayunk, Philadelphia.....						1		1
Second and Third Street, Philadelphia.....	1	1			3	2	4	3
Seventeenth and Nineteenth Street, Philadelphia...						1		1
West Philadelphia, Philadelphia.....	1				1		2	
	2	4			10	10	13	16

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allentown.....				\$20,813 75	\$30,313 75
Citizens', Philadelphia.....	\$192,750 00	\$192,750 00	\$192,750 00	192,750 00	192,750 00
Citizens', Pitsburg.....	100,000 00	126,000 00	166,000 00	176,000 00	184,000 00
Easton and South Easton.....			24,500 00	26,000 00	29,562 50
Erie City.....					18,550 00
Frankford and Southwark, Philadelphia.....	491,620 00	491,650 00	491,650 00	491,750 00	491,750 00
Germanatown, Philadelphia.....	112,245 00	112,245 00	112,245 00	112,245 00	307,645 00
Girard College, Philadelphia.....	160,000 00	160,000 00	170,000 00	170,000 00	170,000 00
Green and Coates Street, Philadelphia.....	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Harrisburg City.....	30,118 75	41,113 91	41,994 77	41,994 77	41,994 77
Hestonville, Mantua and Fairmount, Philadelphia.....				308,390 36	308,390 36
Lombard and South Street, Philadelphia.....	90,000 00	90,000 00	90,000 00	90,000 00	90,000 00
Oakland and East Liberty.....		59,500 00	59,500 00	59,500 00	59,500 00
People's Street, Luzerne county.....			34,800 00	104,028 45	123,230 00
Philadelphia City, Philadelphia.....	100,000 00	225,000 00	225,000 00	225,000 00	225,000 00
Philadelphia and Darby, Philadelphia.....	100,000 00	100,000 00	160,000 00	160,000 00	200,000 00
Philadelphia and Gray's Ferry, Philadelphia.....	217,697 00	250,157 00	285,307 00	285,307 00	285,307 00
Philadelphia and Gray's Ferry, Philadelphia.....	75,000 00	100,000 00	110,000 00	124,000 00	140,000 00
Pittsburg, Allegheny and Manchester.....	54,000 00	68,000 00	76,000 00	82,000 00	88,000 00
Pittsburg and Birmingham, Pittsburg.....	120,000 00	120,000 00	120,500 00	120,500 00	120,500 00
Ridge Avenue and Manayunk, Philadelphia.....		50,000 00	50,000 00	50,000 00	50,000 00
Schuylkill River.....	203,757 25	339,007 25	339,007 25	573,387 25	573,387 25
Second and Third Street, Philadelphia.....	120,000 00	120,000 00	130,000 00	130,000 00	160,000 00
Seventeenth and Nineteenth Street, Philadelphia.....	291,475 00	400,000 00	400,000 00	400,000 00	400,000 00
Union, Philadelphia.....	249, 00 00	249,100 00	375,000 00	375,000 00	400,000 00
West Philadelphia, Philadelphia.....		25,000 00	49,800 00	50,000 00	50,000 00
Wilkesbarre and Kingston.....			15,600 00		15,600 00
Williamsport.....	14,150 00				

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allentown.....					\$11,900 00
Citizens', Pittsburg.....	\$66,618 15	\$64,056 00	\$63,300 00	\$12,191 55	57,700 00
Erie City.....				64,000 00	17,271 73
Frankford and Southwark, Philadelphia.....	200,000 00	200,000 00	200,000 00	200,000 00	198,000 00
Germantown, Philadelphia.....	250,000 00	386,294 87	370,000 00	350,000 00	350,000 00
Green and Coates Street, Philadelphia.....	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Harrisburg City.....	9,000 00	14,324 57	11,998 13	12,012 92	11,904 75
Hestonville, Mantua and Farmount, Philadelphia.....		185,250 49		168,992 33	165,900 00
Lombard and South Street, Philadelphia.....	65,200 00	64,700 00	68,100 00	73,000 00	73,962 20
Oakland and East Liberty.....		58,331 17	58,599 17	60,094 50	67,163 15
Philadelphia City, Philadelphia.....	135,000 00	171,254 73	211,911 43	221,264 71	221,264 71
Philadelphia and Darby, Philadelphia.....	17,000 00	17,000 00	89,000 00	89,000 00	57,000 00
Philadelphia and Gray's Ferry, Philadelphia.....	25,000 00			5,500 00	5,500 00
Pittsburg, Allegheny and Manchester.....	33,150 00	54,307 72	59,916 79	39,930 00	23,433 57
Pittsburg and Birmingham, Pittsburg.....	22,600 00	10,600 00	20,000 00	40,681 89	55,531 42
Ridge Avenue and Manayunk, Philadelphia.....			63,300 00	63,300 00	63,300 00
Second and Third Street, Philadelphia.....		155,429 33	182,258 35	109,300 00	119,300 00
Seventeenth and Nineteenth Street, Philadelphia.....	137,300 00			37,408 11	7,403 11
Union, Philadelphia.....	37,8128 11	335,000 00	300,000 00	300,000 00	300,000 00
West Philadelphia, Philadelphia.....	110,000 00	100,000 00	100,000 00	115,000 00	100,000 00
Wilkesbarre and Kingston.....		6,230 76	8,500 00	12,000 00	8,500 00
Williamsport.....	522 93	1,124 84	6,127 04		20,965 82

COMPARATIVE STATEMENT OF INTEREST ON FUNDED DEBT, AND DIVIDEND DECLARED FOR FIVE YEARS.

NAME OF COMPANY.	INTEREST ON FUNDED DEBT.					DIVIDEND DECLARED.				
	1865.	1866.	1867.	1868.	1869.	1865.	1866.	1867.	1868.	1869.
Citizens', Philadelphia.....						9	12	12	12	14
Citizens', Pittsburg.....	7	7		7	7	10	10	20	18	18
Easton and South Easton.....								2		*150, 2½
Erie City.....					7			6	5	6
Frankford and Southwark, Philadelphia.....	7	7	7	7	7			3	3	6
German town, Philadelphia.....	7	7	7			*\$2 00	*\$2 50	*\$2 00	*\$2 00	*\$2 00
Girard College, Philadelphia.....						*1 00	*2 75	*1 50	*2 00	*2 50
Green and Coates Street, Philadelphia.....	7	7	7	7	7					*20
Harrisburg City.....										
Hestonville, Mantua and Fairmount, Philadelphia.....										
Lombard and South Street, Philadelphia.....	7	7	7	7	7					
Oakland and East Liberty.....										
People's Street, Luzerne county ..						*3 75	*5 50	*1 50	15	6
Philadelphia City, Philadelphia.....	6		6	6	6	*60			*3 00	*3 00
Philadelphia and Darby, Philadelphia.....	7	7	7	7	7	4½	8	10½	4	8
Philadelphia and Gray's Ferry, Philadelphia.....	7	7	7	7	7		16	*2 50	*7	4
Pittsburg, Allegheny and Manchester.....	7	7	7	7	7	*7 00	*7 00	*4 00	*3 00	*3 00
Pittsburg and Birmingham, Pittsburg.....								*50		
Ridge Avenue and Manayunk, Philadelphia.....	6, 7	6, 7	6, 7	6, 7	6, 7		4		7	6
Second and Third Street, Philadelphia.....	7	7	7	7	7	10	10	10	10	2
Thirteenth and Fifteenth Street, Philadelphia.....						*2 50	*2 00	*1 50	*2 50	*3 00
Union, Philadelphia.....	6	6	6	6	6		*1 50	*1 50	*2 50	10
West Philadelphia, Philadelphia.....	7	7	7	7	7	10	10	10	10	10
Williamsport.....										

† Stock.

* Per share.

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allentown.....					\$27, 759 17
Citizens', Philadelphia.....	\$176, 048 70	\$176, 048 70	\$176, 048 70	\$27, 673 72	179, 635 29
Citizens', Pittsburg.....	188, 024 24	218, 024 24	230, 479 77	234, 045 25	234, 437 23
Easton and South Easton.....			22, 421 75	24, 275 13	25, 280 13
Erie City.....					32, 914 99
Frankford and Southwark, Philadelphia.....	765, 569 50	772, 603 44	766, 490 86	762, 490 86	762, 440 86
Germanatown, Philadelphia.....	385, 189 34	431, 335 54	562, 270 00	562, 270 00	562, 270 00
Girard College, Philadelphia.....	81, 611 72	81, 611 72	170, 864 02	171, 712 30	173, 657 08
Green and Coates Street, Philadelphia.....	232, 953 62	232, 953 62	234, 463 70	236, 219 95	239, 745 61
Harrisburg City.....	49, 404 92	55, 874 19	57, 948 20	60, 119 55	60, 119 55
Hestonville, Mantua and Fairmount, Philadelphia.....				472, 688 69	470, 618 69
Lombard and South Street, Philadelphia.....	136, 000 00	160, 189 30	162, 557 28	165, 627 28	166, 567 28
Oakland and East Liberty.....				105, 427 21	118, 892 21
People's Street, Luzerne county.....			34, 800 00	110, 906 61	126, 001 29
Philadelphia City, Philadelphia.....	240, 264 02	396, 254 73	436, 911 43	446, 264 71	446, 264 71
Philadelphia and Darby, Philadelphia.....	86, 383 04	118, 383 04	250, 419 53	250, 419 53	258, 419 53
Philadelphia and Gray's Ferry, Philadelphia.....	249, 411 82	250, 252 91	286, 583 36	293, 548 14	295, 000 69
Pittsburg, Allegheny and Manchester.....	96, 385 36	140, 740 03	146, 595 10	143, 123 42	144, 118 97
Pittsburg and Birmingham, Pittsburg.....	66, 440 64	72, 909 23	82, 845 85	108, 488 59	114, 661 20
Ridge Avenue and Manayunk, Philadelphia.....	179, 635 59	179, 635 59	179, 635 59	179, 635 59	179, 635 59
Schuylkill River.....		46, 019 40	47, 463 54	47, 463 54	47, 463 54
Second and Third Street, Philadelphia.....	472, 031 61	485, 823 44	487, 936 68	628, 843 00	640, 538 87
Seventeenth and Nineteenth Street, Philadelphia.....	114, 368 06	114, 368 06	114, 368 06	116, 918 06	119, 668 06
Union Philadelphia.....	675, 403 17	762, 247 57	764, 927 63	764, 927 63	787, 340 71
West Philadelphia, Philadelphia.....	335, 105 86	838, 523 73	473, 705 99	571, 055 26	549, 906 58
Wilkesbarre and Kingston.....		26, 880 00	70, 285 42	92, 332 67	94, 633 87
Williamsport.....		19, 282 75	20, 367 09		32, 692 33

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

NAME OF COMPANY.	1893.	1896.	1897.	1898.	1899.
Citizens', Philadelphia.....	8,500,000	8,500,000	3,500,000	8,646,303	8,902,356
Citizens', Pittsburg.....	1,994,641	2,323,919	2,438,970	2,326,088	2,405,709
Easton and South Easton.....	.....	.....	93,861	103,228	134,114
Erle City.....	.....	.....	.....	.....	201,274
Frankford and Southwark, Philadelphia.....	4,500,000	4,000,000	4,000,000	4,388,779	4,540,779
Germantown, Philadelphia.....	.....	2,900,000	3,400,000	3,900,000	4,030,000
Green and Coates Street, Philadelphia.....	1,021,496	229,256	102,945	185,444	124,346
Harrisburg City.....	134,537	.....	.....	8,607,233	8,880,875
Hestonville, Mantua and Fairmount, Philadelphia.....	1,200,000	1,200,000	1,200,000	1,300,000	1,450,000
Lombard and South Street, Philadelphia.....	.....	716,482	806,043	790,737	770,064
Oakland and East Liberty.....	.....	.....	45,000	185,192	290,832
People's Street, Luzerne county.....	.....	9,282,497	8,845,941	4,175,418	4,261,152
Philadelphia City, Philadelphia.....	2,566,904	291,067	303,621	379,283	400,000
Philadelphia and Darby, Philadelphia.....	333,809	.....	.....	.....	.....
Philadelphia and Gray's Ferry, Philadelphia.....	1,792,644	1,983,431	1,712,891	1,700,000	1,700,000
Pittsburg, Allegheny and Manchester.....	1,000,000	1,900,000	.....	2,284,598	2,364,545
Pittsburg and Birmingham, Pittsburg.....	1,174,618	1,290,525	1,221,143	1,157,122	1,981,216
Second and Third Street, Philadelphia.....	.....	.....	.....	6,539,148	7,873,497
Seventeenth and Nineteenth Street, Philadelphia.....	7,000,000	7,000,000	7,500,000	1,305,986	1,731,483
Thirteenth and Fifteenth Street, Philadelphia.....	.....	.....	.....	2,586,539	3,039,749
Union, Philadelphia.....	.....	1,600,000	.....	6,324,921	7,034,608
West Philadelphia, Philadelphia.....	.....	5,334,505	.....	.....	6,100,000
Wilkesbarre and Kingston.....	.....	91,689	123,000	180,000	240,000

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allentown.....					\$6,451 08
Citizens', Philadelphia.....				\$3,680 77	138,656 26
Citizens', Pittsburg.....	\$121,333 15	\$113,827 95	\$124,336 24	137,717 93	97,116 98
Easton and South Easton.....	79,873 68	86,416 62	91,828 55	93,596 26	6,006 45
Erle City.....			4,543 34	6,570 05	9,761 59
Frankford and Southwark, Philadelphia.....	195,313 71	201,888 37	238,146 40	226,635 99	233,102 98
Germanatown, Philadelphia.....	147,634 43	467,646 28	220,992 69	225,802 08	239,205 74
Girard College, Philadelphia.....	86,034 03	87,594 51	96,226 27	92,223 25	101,377 72
Green and Coates Street, Philadelphia.....	119,032 88	114,566 44	160,835 00	144,505 49	136,118 88
Harrisburg City.....	3,164 75	11,642 40	10,332 52	9,608 43	7,058 45
Hestonville, Nantua and Fairmount, Philadelphia.....		211,133 52		194,683 13	213,555 83
Lombard and South Street, Philadelphia.....		47,292 19		56,734 66	66,055 99
Oakland and East Liberty.....		62,534 04		44,050 44	45,287 90
People's Street, Luzerne county.....	58,453 98		53,483 48		18,590 79
Philadelphia City, Philadelphia.....			2,218 33	10,283 36	171,681 14
Philadelphia and Darby, Philadelphia.....	90,256 48	130,503 75	173,032 99	183,090 57	
Philadelphia and Gray's Ferry, Philadelphia.....	30,287 46	25,802 44	28,919 43	27,831 57	26,788 86
Pittsburg, Allegheny and Manchester.....	64,355 99	63,436 42	70,545 01	67,606 50	61,150 03
Pittsburg and Birmingham, Pittsburg.....	68,552 57	93,282 59	116,006 59	95,512 96	82,835 53
Ridge Avenue and Manayunk, Philadelphia.....	52,762 31	50,197 75	53,302 39	57,908 28	68,186 79
Second and Third Street, Philadelphia.....	34,834 41	34,146 63	34,074 18	34,538 15	31,808 17
Seventeenth and Nineteenth Street, Philadelphia.....	278,732 50	276,335 82	302,707 83	321,034 24	308,762 02
Thirteenth and Fifteenth Street, Philadelphia.....	42,496 57	48,793 19	58,343 63	65,908 92	71,294 61
Union, Philadelphia.....	104,603 87	101,742 91	109,568 58	98,886 37	102,602 79
West Philadelphia, Philadelphia.....		277,320 92	323,757 65	334,987 76	368,941 86
Wilkesbarre and Kingston.....	227,925 75	211,614 49	230,366 09	238,517 32	275,136 46
Williamsport.....		5,744 53	4,695 71	8,001 23	11,801 42
		6,507 81	8,246 08		6,080 44

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allentown.....				\$6, 771 36	\$9, 088 72
Citizens', Philadelphia.....	\$210, 143 26	\$206, 945 35	\$208, 983 88	227, 869 44	240, 293 21
Citizens', Pittsburg.....	114, 721 76	143, 111 19	144, 008 31	139, 863 58	145, 568 15
Easton and South Easton.....			4, 971 11	10, 444 07	8, 565 03
Erie City.....					12, 443 81
Frankford and Southwark, Philadelphia.....	286, 861 53	261, 228 06	285, 141 91	299, 227 90	308, 138 06
Germanatown, Philadelphia.....	197, 195 29	294, 683 57	284, 574 13	322, 439 51	348, 021 09
Girard College, Philadelphia.....	122, 866 73	104, 934 35	112, 204 20	117, 342 28	136, 884 95
Green and Coates Street, Philadelphia.....	158, 803 50	166, 791 71	170, 439 48	187, 103 17	176, 078 35
Harrisburg City.....	6, 728 85	11, 462 81	9, 776 71	9, 272 52	7, 280 35
Hestonville, Muncia and Fairmount, Philadelphia.....		242, 181 51		262, 828 95	283, 927 07
Lombard and South Street Philadelphia.....	72, 400 63	67, 458 47	66, 529 37	70, 352 72	78, 378 30
Oakland and East Liberty.....		43, 263 36	4, 980 88	46, 929 22	47, 781 21
People's Street, Luzerne county.....			4, 600 00	16, 003 04	27, 721 46
Philadelphia City, Philadelphia.....		191, 325 49	226, 043 60	250, 556 82	256, 815 73
Philadelphia and Darby, Philadelphia.....	36, 781 46	39, 290 84	38, 371 08	40, 373 64	40, 434 35
Philadelphia and Gray's Ferry, Philadelphia.....	84, 900 80	101, 996 39	93, 888 07	87, 642 72	86, 642 22
Pittsburg, Allegheny and Manchester.....	88, 735 17	116, 338 79	138, 501 05	133, 266 37	134, 686 06
Pittsburg and Birmingham, Pittsburg.....	67, 040 37	80, 135 43	74, 852 22	70, 706 17	81, 702 01
Ridge Avenue and Manayunk, Philadelphia.....	41, 737 58	42, 025 62	40, 799 40	36, 111 30	41, 494 62
Second and Third Street, Philadelphia.....	437, 552 65	407, 923 64	408, 155 84	524, 610 72	401, 156 31
Seventeenth and Nineteenth Street, Philadelphia.....	51, 683 67	57, 662 19	69, 527 54	79, 754 46	106, 467 32
Thirteenth and Fifteenth Street, Philadelphia.....	143, 038 19	128, 955 25	131, 728 41	146, 241 43	170, 503 67
Union, Philadelphia.....		344, 895 17	366, 348 59	420, 293 53	463, 268 49
West, Philadelphia, Philadelphia.....	309, 261 56	292, 461 36	281, 058 31	321, 374 46	393, 731 63
Wilkesbarre and Kingston.....		9, 168 92	12, 118 95	13, 883 18	19, 120 00
Williamsport.....		7, 652 68	9, 565 64		8, 384 09

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

NAME OF COMPANY.	1865.		1866.		1867.		1868.		1869.	
	Killed.....	Injured ...	Killed.....	Injured ...	Killed.....	Injured ...	Killed.....	Injured ...	Killed.....	Injured ...
Allentown	2	2	1	1	1	2	1	1	1	1
Citizens', Philadelphia.....	2	2	2	2	1	1	1	1	1	1
Citizens', Pittsburg.....	2	2	1	1	1	1	1	1	1	1
Easton and South Easton.....	2	2	1	1	1	1	1	1	1	1
Frankford and Southwark, Philadelphia.....	2	2	1	1	1	1	1	1	1	1
German town, Philadelphia.....	2	2	1	1	1	1	1	1	1	1
Girard College, Philadelphia.....	1	1	1	1	1	1	1	1	1	1
Green and Coates Street, Philadelphia.....	1	1	1	1	1	1	1	1	1	1
Harrisburg City	1	1	1	1	1	1	1	1	1	1
Hestonville, Mantua and Fairmount, Philadelphia	1	1	1	1	1	1	1	1	1	1
Lombard and South Street, Philadelphia	2	2	1	1	1	1	1	1	1	1
People's Street, Luzerne county	1	1	1	1	1	1	1	1	1	1
Philadelphia City, Philadelphia.....	1	1	1	1	1	1	1	1	1	1
Philadelphia and Gray's Ferry, Philadelphia	1	1	1	1	1	1	1	1	1	1
Pittsburg, Allegheny and Manchester	1	1	1	1	1	1	1	1	1	1
Pittsburg and Birmingham, Pittsburg	2	3	1	1	1	1	1	1	1	1
Ridge Avenue and Manayunk, Philadelphia	1	1	1	1	1	1	1	1	1	1
Second and Third Street, Philadelphia.....	4	7	4	4	1	7	1	6	4	3
Seventeenth and Nineteenth Street, Philadelphia	2	2	1	1	1	1	1	1	1	1
Union, Philadelphia.....	2	2	1	1	1	1	1	1	1	1
West Philadelphia, Philadelphia.....	2	2	1	1	1	1	1	1	1	1
Wilkesbarre and Kingston	5	5	1	5	2	2	1	1	2	1

TABULATED RESULTS
COMPILED FROM CANAL REPORTS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY,	Capital stock as authorized by law	Total amount now paid in of capital stock.....	Total amount of funded debt	Total amount of floating debt	Total amount of funded and floating debt	Rate percent. on funded debt	Rate per cent. of dividend.....
Delaware and Hudson.....	.....	\$15,000,000 00	\$3,189,476 00	.....	\$3,189,476 00	7	10
Delaware Division.....	\$2,400,000 00	1,633,330 00	800,000 00	.....	800,000 00	6	8
Erie	1,500,000 00	64,000 00	.....	\$1,498,004 87	1,498,004 87	.....	.....
Junction.....	400,000 00	399,060 00	.....	.....	.....	.....	.....
Lehigh coal and navigation .....	.....	8,739,809 00	14,375,891 49	.....	14,375,891 49	6	.....
Muncy.....	.....	2,625 00	.....	.....	.....	.....	.....
Pennsylvania.....	5,000,000 00	4,300,000 00	1,961,000 00	.....	1,961,000 00	6 6-10	.....
Schenykill navigation	4,797,184 75	.....	.....	.....	8,400,725 99	6, 7	.....
Susquehanna	\$1,500,000 00	2,002,746 00	2,632,310 38	199,232 28	2,827,542 82	6	.....
Union	2,907,830 00	2,907,830 00	3,000,000 00	20,000 00	3,020,000 00	6	.....
West Branch and Susquehanna.....	1,500,000 00	1,100,000 00	708,000 00	86,000 00	794,000 00	6, 6 6-10	.....
Wisconsin.....	1,60,000 00	58,925 00	15,000 00	16,000 00	31,000 00	6	.....
.....	20,065,034 75	39,208,336 00	26,661,678 97	1,815,237 11	39,877,641 17	.....	.....

* With power to increase.

TABLE B—CHARACTERISTICS OF CANAL.

NAME OF COMPANY.	Value of real estate held by the company, exclusive of canal.....	Average tonnage of boats.....	No. of boats owned and run by private parties.....	No. of boats owned by the company.....	Number of miles of slack-water.....	No. of aqueducts.....	Number of dams.....	Number of bridges...	Number of weigh locks.....	Number of locks	Number of houses...	Number of basins....	Number of branch or leased canals.....	Length of branch canals own'd, (miles.)	Length of main line of canals, (miles,)..	Cost of canal and fixtures.....
Delaware and Hudson.....	.....	128	246	991	3	22	31	158	2	120	120	4	.....	.....	108	\$5,899,068 27
Delaware Division.....	\$5,000 00	95	1,000	.....	.....	10	2	88	1	24	32	.....	.....	.....	60	2,433,850 00
Erie.....	150 00	65	255	11	32	9	13	221	1	33	134	30	.....	25	136	1,562 004 87
Junction.....	2,500 00	90	.....	.....	5	2	3	34	.....	8	11	3	.....	.....	18	.....
Lehigh coal and navigation.....	.....	65-95	965	530	12	3	9	14	1	5	46	1	1	48	.....	4,455,000 00
Muncy.....	.....	.....	12	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	75	.....	6,182 62
Pennsylvania.....	5,500 00	100	1,200	52	24	43	23	352	4	132	120	24	1	237	237	10,587,125 74
Schuylkill navigation.....	.....	170	150	750	50	12	31	113	.....	19	67	19	.....	1	108.23	.....
Susquehanna.....	45,000 00	95	.....	2	2	1	13	13	1	28	33	2	.....	45	45	4,741,292 89
Union.....	.....	80-100	.....	.....	3	17	16	93	2	8	92	8	.....	77.64	77.64	5,907,850 00
West Branch and Susquehanna.....	.....	90-95	.....	.....	19	25	7	191	1	58	33	1	.....	123	123	.....
Wiconisco.....	12,000 00	95	.....	.....	5	3	1	18	.....	1	4	.....	.....	.....	.....	512,000 00
	70,150 00	.....	3,828	2,336	152	154	137	1,296	13	537	699	155	2	36	973.62	37,103,874 39

TABLE C.—TONNAGE, EXPENSES AND RECEIPTS.

NAME OF COMPANY.	TONNAGE.		EXPENSES.			RECEIPTS.
	Number tons of thru'gh freight on main line...	Gross am't ton- nage, includ'g br's & lsd. c'l's.	Main'g canal or real estate of the corporat'n.	Operating the canal.	Total.	Total.
Delaware and Hudson.....	.....	1,604,654	\$240,352 03	\$125,817 99	*\$366,170 02	\$110,610 35
Delaware Division, (leased to and operated by Lehigh coal and navigation company,).....	518,599	808,425	89,703 53	24,134 36	113,837 89	231,194 02
Erie.....	.....	259,474	64,003 31	22,265 25	86,268 56	104,960 99
Junction.....	.....	†82,011	.....	16,049 17	16,049 17	13,253 35
Lehigh coal and navigation.....	740,796	1,046,474	110,795 34	71,547 27	182,342 61	405,174 28
Muncy.....	.....	†3,453	15 43	25 43	41 86	220 29
Pennsylvania.....	.....	1,099,476	360,756 63	116,070 28	476,866 91	735,303 14
Schuylkill navigation.....	.....	1,100,667	104,352 80	35,430 38	139,783 18	1,159,085 24
Susquehanna.....	442,729	493,671	.....	.....	72,894 24	167,435 08
Union.....	.....	127,253	21,176 30	37,521 75	58,698 05	43,887 16
West Branch and Susquehanna, (leased to Pennsylvania canal company).....	.....	.....	.....	.....	.....	.....
Wisconsinco.....	.....	.....	.....	.....	.....	.....
	116,611	.....	.....	.....	14,279 98	11,641 41
	1,818,735	6,625,558	991,195 37	448,862 88	1,528,752 07	2,982,465 34

* Partly estimated.

† Lumber not included.

TABLE D.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

NAME OF COMPANY.	Lumber.	Shingles.	Anthracite coal.	Bituminous coal.	Pig iron.	Railroad iron.	Other iron or castings.
Delaware and Hudson.....	38,519	33	655,643	634	.....	668	275
Delaware Division, (Lehigh coal and nav. co., lessees,) ..	4,770	697	65,899	4,865	27,979	.....	161
Lehigh coal and navigation	2,147	.....	829,079	637	18,416	.....	54
Muncy .....	.....	.....	3,356	.....	5	.....	45
Pennsylvania.....	.....	417,546	502,138	11,305	.....	.....	.....
Schuylkill navigation	38,258	60	785,880	470	24,689	.....	11,842
Susquehanna.....	.....	185,784	234,877	235	6,921	.....	358
Union.....	46,246	55	21,726	572	.....	.....	5,338
Wisconsin.....	272	.....	113,452	52	.....	823	.....
	130,212	604,175	3,212,050	18,770	78,014	1,491	18,073

TABLE D.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS—Continued.

NAME OF COMPANY.	Iron and other ores.	Lime and limestone.	Agricultural products.	Merchandise.	Manufactures.	Other articles.
Delaware and Hudson.....	1,716	10,080	8,402	10,937	1,915	180,372
Delaware Division, (Lehigh coal and navigation company lessees,) ..	2,087	66,405	1,242	4,552	3,744	36,280
Lehigh coal and navigation	102,891	3,729	2,617	598	1,931	7,141
Muncy .....	.....	43,944	841	3,186	6,882	39,043
Pennsylvania.....	.....	.....	.....	.....	.....	92
Schuylkill navigation.....	76,632	73,449	5,163	4,656	12,641	168,486
Susquehanna	5,650	19,059	13,978	.....	14,741	66,927
Union.....	24,871	19,243	952	.....	.....	12,068
Wisconsin.....	1,829	1,829	24	— 4	16	8,250
	213,847	237,738	32,619	23,933	41,870	518,796

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Delaware and Hudson.....	\$10,000,000 00	\$10,000,000 00	\$10,000,000 00	\$14,997,300 00	\$15,000,000 00
Delaware Division.....	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00
Erie.....	64,000 00	64,000 00	64,000 00	64,000 00	64,000 00
Junction.....	.....	.....	398,910 00	398,910 00	399,000 00
Lehigh coal and navigation.....	5,104,050 00	6,130,000 00	8,739,800 00	8,739,800 00	8,759,800 00
Muncy.....	2,625 00	2,625 00	2,625 00	2,625 00	2,625 00
Pennsylvania.....	.....	.....	2,751,765 00	2,750,000 00	4,300,000 00
Schuylkill navigation.....	4,797,184 75	4,797,184 75	4,797,184 75	4,797,184 75	4,797,184 75
Susquehanna.....	.....	.....	2,002,746 00	2,002,746 00	2,002,746 00
Union.....	2,787,000 00	2,907,850 00	2,907,850 00	2,907,850 00	2,907,850 00
West Branch and Susquehanna.....	1,000,000 00	1,100,000 00	1,100,000 00	1,100,000 00	1,100,000 00
Wisconsinco.....	58,925 00	58,925 00	58,925 00	58,925 00	58,925 00

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Delaware and Hudson.....	\$600,000 00	\$536,000 00	\$531,000 00	\$2,031,000 00	\$3,169,476 00
Delaware Division.....	800,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Erie.....	1,300,984 94	1,300,984 94	1,300,984 94	1,373,529 87	1,498,004 87
Lehigh coal and navigation.....	4,297,877 04	5,976,479 39	7,990,284 81	14,004,387 48	14,375,891 49
Pennsylvania.....	.....	.....	.....	701,000 00	1,901,000 00
Schuylkill navigation.....	7,619,650 35	8,764,536 81	8,365,036 55	8,299,131 07	8,400,725 99
Susquehanna.....	.....	.....	2,770,816 50	2,777,006 32	2,827,542 82
Union.....	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00	3,030,000 00
West Branch and Susquehanna.....	750,000 00	750,000 00	653,000 00	615,000 00	794,000 00
Wisconsinco.....	15,000 00	15,000 00	21,225 00	27,500 00	31,000 00

COMPARATIVE STATEMENT OF COST OF CANAL AND FIXTURES FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Delaware and Hudson.....	\$6,311,965 91	\$6,557,265 02	\$6,820,198 49	\$6,888,184 52	\$6,899,068 27
Delaware Division.....	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00
Erie.....	1,364,984 94	1,364,984 94	1,364,984 94	1,437,629 87	1,562,004 87
Junction.....	.....	.....	.....	500,000 00	.....
Lehigh coal and navigation.....	4,455,000 00	4,455,000 00	4,455,000 00	4,455,000 00	4,455,000 00
Muncy.....	.....	.....	6,219 84	6,182 62	6,182 02
Schuylkill navigation.....	10,538,462 72	10,535,800 20	10,553,333 42	10,586,399 30	10,587,125 74
Susquehanna.....	5,787,000 00	5,907,850 00	4,619,461 21	4,685,266 68	4,741,292 80
Union.....	500,000 00	.....	5,907,850 00	5,907,850 00	5,907,850 00
West Branch and Susquehanna.....	465,000 00	.....	500,000 00	500,000 00	512,000 00
Wisconsin.....	.....	.....	.....	.....	.....

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Delaware and Hudson.....	963,347	1,647,651	1,745,934	1,984,088	1,604,654
Delaware Division, (Lehigh coal and navigation co. lessees.).....	.....	.....	.....	.....	808,425
Erie.....	307,366	365,042	327,374	220,257	259,474
Junction.....	.....	.....	.....	91,060	82,011
Lehigh coal and navigation.....	1,173,355	*1,446,368	*1,464,889	*2,360,411	1,046,474
Muncy.....	2,387	2,714	5,028	1,664	5,483
Pennsylvania.....	564,826	952,604	838,732	810,832	1,093,476
Schuylkill navigation.....	1,344,730	1,769,288	1,464,163	1,419,511	1,100,667
Susquehanna.....	.....	.....	418,877	493,586	493,671
Union.....	76,061	138,228	149,102	132,110	127,253
Wisconsin-co.....	.....	130,000	94,028	73,775	116,611

* Includes tonnage on leased canal.

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Delaware and Hudson.....	\$460,567 36	\$407,401 40	\$499,555 80	\$473,669 34	\$366,170 02
Delaware Division, (Lehigh coal and navigation co. lessees,).....	.....	.....	97,472 89	68,245 70	113,887 89
Erie.....	132,564 88	99,440 95	105,825 42	101,435 35	86,288 56
Junction.....	.....	.....	.....	16,955 10	16,049 17
Lehigh coal and navigation.....	84,978 00	98,629 01	106,794 98	137,035 61	182,842 61
Muncy.....	612 48	191 83	28 16	43 00	41 86
Pennsylvania.....	279,843 51	225,943 84	205,902 13	227,633 23	476,866 91
Schuylkill navigation.....	166,297 67	235,280 90	205,325 63	156,948 62	139,783 18
Susquehanna.....	.....	.....	92,125 48	77,403 07	72,884 24
Union.....	47,225 86	65,167 81	68,754 34	55,522 44	58,698 05
Wisconsinco.....	24,869 00	17,600 00	13,648 27	9,000 00	14,279 58

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Delaware and Hudson.....	\$197,268 98	\$160,444 47	\$114,648 99	\$87,559 18	\$110,610 38
Delaware Division, (Lehigh coal and navigation co. lessees,).....	.....	.....	193,435 98	222,611 25	231,194 02
Erie.....	134,965 94	160,486 82	120,583 59	79,247 75	104,960 99
Junction.....	.....	.....	.....	.....	15,253 35
Lehigh coal and navigation.....	654,924 85	702,787 75	406,045 92	380,455 31	405,174 28
Muncy.....	86 30	117 48	241 87	193 34	220 29
Pennsylvania.....	181,015 38	237,654 75	282,654 75	258,340 22	735,303 14
Schuylkill navigation.....	1,650,882 41	1,401,132 58	1,645,093 99	1,162,855 04	1,136,085 24
Susquehanna.....	.....	.....	155,572 98	166,589 04	167,435 08
Union.....	48,504 56	64,074 72	75,279 27	60,829 98	48,587 16
Wisconsinco.....	9,237 60	.....	10,197 76	9,785 20	11,641 41

TABULATED RESULTS
COMPILED FROM TELEGRAPH REPORTS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount paid in as by last report.	Total am't now paid in of capital stock.	Total amount of funded and floating debt.	Rate per cent. of funded debt.	Rate per cent of divid's.
Atlantic and Pacific.....	\$10,000,000 00	\$407,231 25	\$407,231 25	\$124,325 04	6	.....
Bankers' and Brokers'.....	1,050,000 00	1,000,000 00	1,000,000 00	105,000 00	7	.....
Franklin.....	1,000,000 00	697,150 00	1,157,225 00	.....	.....	10
Pacific and Atlantic.....	3,000,000 00	20,000 00	20,000 00	20,914 95	.....	.....
Philadelphia, Reading and Pottsville.....	50,000 00	650,000 00	650,000 00	.....	.....	4
Western Union, (Atlantic and Ohio district,)	650,000 00	.....	41,074,710 00	4,605,900 00	.....	4
Western Union, (lines outside Atlantic and Ohio district,)	41,074,710 00	.....	41,074,710 00	.....	.....	.....
	56,824,710 00	2,774,381 25	44,309,166 25	4,859,140 00	.....	.....

TABLE B.—CHARACTERISTICS OF LINE, AND EXPENSES AND RECEIPTS.

NAME OF COMPANY.	Cost of line and equipment.	Length of main line in miles...	No. of stations in Pennsylvania..	Number of persons employed, &c., entire line,	Number of persons employed, &c., in Penn'a..	Gross expenses in Pennsylvania only.	Gross receipts of entire line.	Gross receipts in Pennsylvania only.
Atlantic and Pacific.....	1,600	50	2	.....	2	\$1,306 50	\$120,680 00	\$1,703 85
Bankers' and Brokers'.....	\$429,268 04	283½	6	.....	17	29,172 44	.....	37,299 76
Franklin.....	645,000 00	750	5	.....	41	21,294 92	.....	22,224 81
Pacific and Atlantic.....	1,222,611 17	3,849	367	310	117	50,000 00	176,640 12	78,492 15
Philadelphia, Reading and Pottsville.....	56,324 10	101	94	.....	160	23,379 40	.....	27,603 73
Western Union, Atlantic and Ohio district.....	.....	917	36	.....	281	185,802 16	.....	213,859 21
Western Union lines outside A. and O. dis't.	.....	1,623	221	.....	250	116,349 80	.....	124,574 54
	2,253,203 31	6,583½	413	310	908	426,305 22	297,320 12	505,758 05

REPORTS OF COMPANIES.

REPORTS OF COMPANIES.

(No. 1.)

ALLEGHENY VALLEY.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared William Phillips, president, and John Ballantine, treasurer, of the Allegheny Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) W. PHILLIPS, *President.*
 JOHN BALLANTINE, *Treasurer.*

Sworn and subscribed before me, this }
 14th day of December, 1869. }

A. S. NICHOLSON, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$5,000,000 00
Amount of stock subscribed	2,169,550 00
Amount paid in as by last report	1,898,800 00
Total amount now paid in of capital stock	2,169,550 00
Funded debt, as per last report.....	3,679,000 00.
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1875,).....	\$168,000 00
2d mortgage bonds, (date of maturity, Oct. 1, 1893,).....	45,000 00
General mortgage bonds, (date of maturity, March 1, 1896,).....	3,742,000 00
	<u>3,955,000 00</u>
The amount now of floating debt	441,936 74

Total amount now of floating and funded debt....	\$4,396,936 74
Rate per cent. per annum of interest on funded debt:	
1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; general mortgage, 7 $\frac{3}{10}$ per cent.	
Number of shares of stock.....	43,991
Par value of each share	\$50 00
Amount paid in on each share.....	<u>50 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	<u>\$7,258,716 63</u>	<u>\$7,913,532 20</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg to Venango City.....	131 miles.
Length of main line of road in Pennsylvania.....	131 "
Length of road laid.....	131 "
Length of sidings.....	23 "
Gauge of road.....	4 ft. 9 $\frac{1}{4}$ in.
Weight of rail per yard on main track.....	60 pounds.
Number of engine houses and shops: 4 engine houses and 1 shop.	
Number of engines.....	32
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$4,500,).....	19
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$2,500,).....	5
Number of freight cars, rated as eight wheel cars, (average cost of each, \$750,).....	425
Number of iron bridges, (total length in feet, 60,)..	1
Number of wooden bridges, (total length in feet, 3,660,).....	25
Number of railroads crossed.....	1
Number of stations on main road	61
Number of wood and water stations on main road,	14
Value of real estate held by the company, exclusive of road way.....	\$136,083 73
How is track laid, and on what foundation? Stone and gravel ballast and white oak ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	858,282
Number of miles run by freight trains.....	4,891,637
Number of miles run by coal trains.....	527,351
Number of through passengers for the year on main road.....	11,024
Number of passengers (all classes) carried in cars..	433,387
Number of tons of 2,000 lbs. of through freight for the year on main road.....	67,174
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	607,763
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20 miles.
Average rate of speed adopted by express trains, including stops.....	25 “
Average rate of speed adopted by freight trains, including stops.....	12 “
Weight of first class passenger engines	26 tons.
Weight of freight engines	30 “

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868	29,421	June, 1869.....	33,078
December, 1868.....	28,197	July, 1869.....	39,953
January, 1869.....	26,352	August, 1869.....	40,008
February, 1869.....	25,478	September, 1869	43,683
March, 1869.....	32,789	October, 1869.....	47,032
April, 1869.....	40,214		
May, 1869.....	42,182	Total	433,387

The amount of freight, specifying the quantity in tons :

Anthracite coal	None.	Agricultural products.....	14,280
Bituminous coal	250,319	Merchandise.....	10,545
Petroleum.....	179,927	Manufactures	30,537
Pig iron	30,177	Live stock	501
Railroad iron.....	17,663	Lumber	5,718
Other iron or castings.....	6,301	Other articles	25,400
Iron and other ores.....	27,003		
Lime and limestone	9,392	Total	607,763

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers	3½ cents.
For first class way passengers.....	3½ “

The rate per ton (of 2,000 lbs.) per mile charged for freight:

For through freight.....	2¾ cents.
For through coal	2 “
For local freight.....	3 “
For local coal	3 “

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintainance of way, including build- ings.....	\$169,739 56
Taxes on real estate.....	1,477 17
Total	<u>171,216 73</u>

Repairs of machinery:

Repairs of engines and tenders	\$40,376 69
Repairs of passenger and baggage cars	11,751 58
Repairs of freight cars	24,847 28
Repairs of tools and machinery in shops.....	2,097 91
Incidental expenses, including oil, fuel, clerks, watch- men, &c., about shops	29,985 45
Total	<u>109,058 91</u>

Operating the road:

Office expenses, stationery, &c	\$9,957 16
Agents and clerks	25,883 82
Labor—loading and unloading freight	11,762 28
Porters, watchmen and switch tenders	17,805 71
Conductors, baggage masters and brakemen.....	49,570 87
Engineers and firemen	42,402 60
Fuel and cost of preparing for use.....	33,705 67

Oil and waste for engines and tenders, passenger, baggage and freight cars	\$7,748 90
Loss and damage of goods and baggage	3,275 73
Use of freight cars.....	5,690 98
Shoveling snow.....	1,028 15
Damage for injury of persons.....	2,322 05
Damage to property, including damage by fire and cattle killed on road.....	400 00
General superintendence	26,263 60
Contingencies	185,570 44
Total.....	422,387 96

RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Use of cars.	Miscella- neous.	Total.
November, 1868..	\$24,519 97	\$49,055 86	\$1,148 75	\$11 40	\$102 50	\$74,838 48
December, 1868..	19,167 38	46,799 68	1,148 75	22 30	192 00	67,330 11
January, 1869.....	16,860 53	33,565 28	1,148 75	10 80	70 00	51,658 26
February, 1869.....	16,609 83	41,394 59	1,148 75	8 40	92 50	59,254 07
March, 1869.....	20,432 80	58,502 14	1,148 75	19 96	222 00	80,325 65
April, 1869.....	33,881 77	55,389 64	1,148 75	17 14	192 47	90,629 77
May, 1869.....	26,644 38	63,160 66	1,218 75	7 20	20 00	91,050 99
June, 1869.....	26,596 13	78,926 14	1,218 75	.....	33 00	106,774 02
July, 1869.....	30,239 70	62,941 97	1,218 75	36	77 00	94,477 78
August, 1869.....	30,590 61	74,209 98	1,218 75	.....	75 00	106,094 34
September, 1869..	33,331 92	82,372 29	1,218 75	.....	75 00	116,997 96
October, 1869.....	30,962 95	73,709 07	1,148 75	57 70	75 00	105,953 47
Total.....	309,837 97	720,030 30	14,135 00	155 26	1,226 47	1,045,385 00

Summary of payments:

For maintaining and operating the road.....	\$702,663 60
For interest	305,417 41
For United States tax.....	10,167 90

ACCIDENTS.

	Killed.	Injured.
Employees	3	7
Others	1	1
Total	4	8

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

The following list of employees, killed and injured, not including any passengers, as there were none injured :

February 6. George Adams fell from cars at ———; train No. 4; leg smashed; died.

February 17. Pat. Dunkle caught between bumpers at Scrubgrass; express; arm amputated; well.

February 17. W. C. Reiter fell from train at Rosston; local freight; arm amputated; well.

March 6. Jno. Kerns, on track, unseen by engineer, at Foster; shifting engine; killed instantly.

April 23. M. M'Donough fell from cars at Franklin; gravel train; killed instantly.

May 29. Harry Trent fell from engine at Sharpsburg; engine No. 9; foot amputated; well.

May 4. W. H. Taylor fell from train at Logansport; mixed way; severe scalp wound; well.

July 15. Jno. Rodgers fell from train at Logan's Ferry; freight train; injured; died.

September 1. R. Baylers fell from train at ———; crude oil train; three fingers taken off.

August 23. Wm. Caughey caught between bumpers at Kittanning; freight train; killed instantly.

October 28. Jno. Brinton; coupling cars at Emlenton; gravel train; killed instantly.

October 29. John Smith; coupling cars at ———; freight train; hand smashed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. Phillips.....	Pittsburg.
J. Talton Lyon	Pittsburg.
Wm. M. Lyon.....	Pittsburg.
Wm. K. Nimick.....	Pittsburg.
B. F. Jones.....	Pittsburg.
Felix R. Brunot.....	Pittsburg.
Jas. Park, Jr.....	Pittsburg.
William Phillips, President.....	Pittsburg.
John Ballentine, Secretary.....	Pittsburg.
John Ballentine, Treasurer.....	Pittsburg.
John J. Lawrence, Superintendent.....	Pittsburg.

(No. 2.)

ATLANTIC AND GREAT WESTERN.

STATE OF NEW YORK, }
New York City and County, } ss:

Personally appeared James M'Henry, president, and John Gardner, treasurer, of the Atlantic and Great Western railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAMES M'HENRY, *President.*
 JOHN GARDNER, *Treasurer.*

Sworn and subscribed before me, this }
 24th day of November, 1869. }

JOSEPH C. LAWRENCE, *Commissioner.*

STOCK AND DEBT.

Capital stock as authorized by law	\$30,000,000	00
Amount of stock subscribed.....	29,683,294	91
Total amount now paid in of capital stock.....	29,598,695	38
The amount now of funded debt, (classified and date of maturity,) as follows:		
1st mortgage bonds, (date of maturity, 1876, 1877, 1879, 1882 and 1884,)	\$8,512,400	00
2d mortgage bonds, (date of maturity, 1881, 1882 and 1883,) ..	3,908,000	00
Consolidated 1st mortgage bonds, (date of maturity, 1895,)	17,579,500	00
	<u>29,999,900</u>	00
The amount now of floating debt	Unascertained.	
Total amount now of floating and funded debt..	Unascertained.	
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; consolidated mortgage, 7 per cent.		
Date and rate per cent. per annum of dividend or dividends	None paid.	

Number of shares of stock	600,000
Par value of each share	\$50 00
Amount paid in on each share	Unascertained.
Amount of capital on which the respective dividends were declared	<u>None.</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
James M'Henry.....	New York.
John Gardner.....	New York.
Charles Day.....	New York.
Rush C. Hawkins.....	New York.
T. W. Kennard.....	New York.
E. W. M'Dermott.....	New York.
John B. Pannes.....	New York.
W. W. Macfarland.....	New York.
S. L. M. Barlow.....	New York.
Daniel J. Day.....	New York.
L. D. Rucker.....	New York.
R. L. Cutting, Jr.....	New York.
M. L. Mackenzie.....	New York.
Wentworth Hoythe.....	New York.
L. Johnston.....	New York.
Tattoo Jackson.....	Philadelphia.
Jacob Riblet.....	Galion, O.
J. W. Tyler.....	Cleveland, O.
E. P. Brainard.....	Ravenna, O.
David Jones.....	Ravenna, O.
Jacob Crall.....	Ashland, O.
James M'Henry, President.....	New York.
Charles Day, Secretary.....	New York.
John Gardner, Vice President and Treasurer.....	New York.

ATLANTIC AND GREAT WESTERN RAILWAY Co.,
 SECRETARY'S OFFICE, No. 40, BROADWAY,
New York, November 24, 1869. }

J. F. HARTRANFT, Esq.,

Auditor General, &c., of the State of Pennsylvania:

DEAR SIR:—I beg leave to submit herewith as full a return of the business of this company, for the year ending the 30th day of October, 1869, as can be made from this office. The receiver—being in full possession—can alone furnish such further information as may be required.

I am, my dear sir, very truly yours,

C. DAY, *Secretary.*

(No. 3.)

BALD EAGLE VALLEY.

STATE OF PENNSYLVANIA, }
Clinton County, } ss:

Personally appeared L. A. Mackey, president, and Philip M. Price, treasurer, of the Bald Eagle Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) L. A. MACKEY, *President.*

PHILIP M. PRICE, *Treasurer.*

Sworn and subscribed before me, this }

23d day of November, 1869. }

W. C. KRESS, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	550,000 00
Amount paid in as by last report.....	550,000 00
Total amount now paid in of capital stock	550,000 00
Funded debt, as per last report	482,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1881,)	\$379,000 00
2d mortgage bonds, (date of maturity, July 1, 1884,)	100,000 00
	<hr/>
	479,000 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	479,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 2d mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends: 1869, January, 4 per cent; July 27, 4 per cent.	

Number of shares of stock	11,000
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u>550,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,050,000 00	\$1,050,000 00
Equipment	None.	None.
Total cost	<u> </u>	<u>1,050,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lock Haven to junction with Tyrone and Clearfield road, near Tyrone	51 $\frac{19.5}{1000}$ miles.
Length of main line of road in Pennsylvania	51 $\frac{19.5}{1000}$ miles.
Length of road laid	51 $\frac{19.5}{1000}$ miles.
Length of double track of road	None.
Length of sidings	4 $\frac{1}{10}$ miles.
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	45 pounds.
Branch roads owned by the company, and their length, viz: From Milesburg to Bellefonte	2 miles.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	None.
Number of engines	None.
Number of first class passenger cars, rated as eight wheel cars	None.
Number of baggage, mail and express cars, rated as eight wheel cars	None.
Number of freight cars, rated as eight wheel cars,	None
Number of coal cars, rated as eight wheel cars....	None.
Number of iron bridges	None.
Number of wooden bridges, (total length 1,698 feet,)	67
Number of stone bridges	None.

Number of railroads crossed.....	None.
Number of stations on main road	17
Number of wood and water stations on main road,	4
Value of real estate held by the company, exclu-	
sive of road way	\$10,000 00
Number of tunnels	None.
How is track laid and on what foundation? On	
wooden cross-ties, ballasted with stone.	

The road of this company is maintained and operated by the Pennsylvania railroad company, under a lease for ninety-nine years, dated December 7, 1864.

Summary of payments :

For construction	\$1,050,000 00
For dividends	44,000 00
For interest.....	29,920 00
For miscellaneous	1,356 00
For State tax on capital stock	1,650 00
For United States tax.....	2,315 80
Total.....	79,241 80

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
L. A. Mackey.....	Lock Haven, Pa.
Thos. A. Scott.....	Philadelphia, Pa.
Andrew G. Curtin.....	Philadelphia, Pa.
D. K. Jackman.....	Philadelphia, Pa.
Chas. A. Mayer.....	Lock Haven, Pa.
James Gamble.....	Jersey Shore, Pa.
Wm. P. Wilson	Bellefonte, Pa.
L. A. Mackey, President.....	Lock Haven, Pa.
H. T. Beardsley, Secretary.....	Lock Haven, Pa.
Philip M. Price, Treasurer.....	Lock Haven, Pa.
Geo. C. Wilkins, Superintendent	Tyrone, Pa.

(No. 4.)

BARCLAY COAL AND RAILROAD COMPANY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Edward M. Davis, president, and Harvey Shaw, treasurer, of the Barclay coal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) E. M. DAVIS, *President.*

HARVEY SHAW, *Treasurer.*

Affirmed and subscribed before me, }
 this 22d day of November, 1869. }

CHARLES H. EVANS, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed.....	1,000,000 00
Amount paid in as by last report.....	1,000,000 00
Total amount now paid in of capital stock.....	1,000,000 00
Funded debt, as per last report.....	134,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, March 1, 1882,).....	\$119,000 00
2d mortgage bonds	None.
3d mortgage bonds	None.
	<hr/> 119,000 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	119,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends: January, April, June, September and November, (total,)	7 per cent.

Number of shares of stock	20,000
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u>1,000,000 00</u>

COST OF ROAD AND EQUIPMENT.

This company purchased the "road and equipment" at public sale, with the mines, lands, houses, &c., therefore we cannot state the cost of road and equipment in the manner queried after.

The Barclay coal company's railroad and mines are leased to the Towanda coal company. To all unanswered questions, we respectfully refer the Auditor General to the said Towanda coal company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. V. Williamson	Philadelphia.
Edward Lewis	Philadelphia.
Thomas Wilson	Baltimore.
Levi Dickson	Philadelphia.
J. R. Claghorn	Philadelphia.
T. T. Wierman	Harrisburg.
Edward M. Davis, President	Philadelphia.
Harvey Shaw, Secretary and Treasurer	Philadelphia.

(No. 5.)

BARCLAY.

STATE OF PENNSYLVANIA, } ss:
Bradford County,

Personally appeared James M. Ward, superintendent, and Alex. Diven, treasurer, of the Towanda coal company, lessees of Barclay railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. M. WARD, *Superintendent.*
 A. DIVEN, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of November, 1869. }

W. C. BOGERT, *J. P.*

STOCK AND DEBT.

Refer to Barclay coal company.

H. SHAW, *Secretary and Treasurer*, Philadelphia, Pa.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Towanda to Barclay	16 miles.
Length of main line of road in Pennsylvania.....	16 miles.
Length of road laid.....	16 miles.
Length of double track of road	None
Length of sidings	4 miles.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	50 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company, viz: We transport coal from Towanda to Waverly, N. Y., over the Pennsylvania and New York canal and railroad company's railroad, and pay trackage for same.	
Number of engine houses and shops.....	2

Number of engines	5
Number of first class passenger cars, rated as eight wheel cars	None.
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,200,)	2
Number of freight cars, rated as four wheel cars, (average cost of each, \$300,).....	15
Number of coal cars, rated as four wheel cars, (average cost of each, \$250,).....	290
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 909,)	8
Number of stone bridges.....	None.
Number of railroads crossed	None.
Number of stations on main road	6
Number of wood and water stations on main road,	5
Number of tunnels	None.
How is track laid and on what foundation? Oak and Hemlock cross-ties and gravel ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	None.
Number of miles run by freight trains	None.
Number of miles run by coal trains.....	54,688
Number of through passengers for the year on main road.....	7,377
Number of passengers (all classes) carried in cars,	14,690
Number of tons of 2,000 lbs. of through freight for the year on main road.....	169,662 $\frac{9.0.5}{20.0.0}$
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	176,065 $\frac{9.0.5}{20.0.0}$
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	None run.
Average rate of speed adopted by express trains, including stops.....	None run
Average rate of speed adopted by coal trains, including stops	12 miles.
Weight of freight engines.....	25 tons.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	1,054	June, 1869.....	1,203
December, 1868.....	1,054	July, 1869.....	1,375
January, 1869.....	848	August, 1869.....	1,551
February, 1869.....	945	September, 1869.....	1,523
March, 1869.....	1,200	October, 1869.....	1,378
April, 1869.....	1,215		
May, 1869.....	1,335	Total.....	<u>14,690</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	None.	Other articles, bark.....	2,892
Bituminous coal.....	169,020:1520		
Merchandize.....	641:1385	Total.....	<u>176,065 905</u>
Lumber.....	3,511		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For second class through passengers.....	3 cents.
For second class way passengers.....	<u>4 cents.</u>

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight.....	About 4 cts.
For through coal.....	About 2½ cts.
For local freight.....	About 6 cts.
For local coal.....	<u>None carried.</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

	Freight transport'n.
Repairs or maintenance of way, including buildings,	\$38,575 50
Taxes on real estate, including coal lands.....	<u>3,701 92</u>
Total.....	<u>42,277 42</u>

Repairs of machinery :

Repairs of engines and tenders.....	\$4,389 72
Repairs of passenger, baggage and freight cars, and of tools and machinery in shops and incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	<u>16,770 50</u>
Total.....	<u>21,160 22</u>

Operating the road:

Office expenses, stationery, &c	\$838 75
Agents and clerks	4,820 00
Labor—loading and unloading freight	866 32
Conductors, baggage masters and brakemen	7,099 60
Engineers and firemen	8,273 02
Fuel and cost of preparing for use	4,964 07
Oil and waste for engines and tenders, passenger, baggage and freight cars	3,109 38
Shoveling snow: Included in maintenance of way.	
Damage for injury of persons and to property, in- cluding damage by fire and cattle killed on road,	206 00
General superintendence	4,000 00
Contingencies	None.
 Total	 34,177 14

Receipts:

From passengers	\$4,819 60
From freight	4,569 71
From mail and express	75 00
 Total	 9,464 31

What express companies run on your road and on what terms?
None.

What transportation or freight companies run on your road and on what terms? None.

This road was leased by the Towanda coal company from the Barclay coal company, and is used almost exclusively for carrying the company's coal from their mines at Barclay to Waverly, N. Y., passing from Towanda, over the Pennsylvania and New York canal and railroad company's railroad, to its connection with Erie railway. The accounts in our office are kept so as to include all expenses of mining coal and contingencies connected therewith. We consequently cannot give as full report as made by railroad companies doing an exclusive transportation business.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jay Gould	New York.
J. C. B. Davis.	New York.
A. S. Diven.	New York.
Jas. Fisk, Jr.	New York.
G. M. Diven.	Elmira, N. Y.
Jay Gould, President.	New York.
H. N. Otis, Secretary.	New York.
Alex. Diven, Treasurer.	Towanda, Pa.
J. M. Waid, Superintendent.	Towanda, Pa.

(No. 6.)

BELLEFONTE AND SNOW SHOE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared R. H. Downing, president, and Daniel Rhoads, general superintendent and treasurer, of the Bellefonte and Snow Shoe railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) R. H. DOWNING, *President.*
 DANIEL RHOADS, *Treasurer.*

Affirmed and subscribed before me, }
 this 1st day of December, 1869. }

SAM'L P. JONES, JR., *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed.....	600,000 00
Amount paid in as by last report.....	600,000 00
Total amount now paid in of capital stock.....	600,000 00
Funded debt, as per last report	99,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1883,).....	99,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends: February 1, 1869.....	3 per cent.
Number of shares of stock.....	20,000
Par value of each share.....	\$50 00
Amount of capital on which the respective divi- dends were declared.....	600,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$323,291 10	\$323,291 10
Equipment	118,767 77	118,767 77

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bald Eagle Valley road to Snow Shoe	21 miles.
Length of main line of road in Pennsylvania.....	21 "
Length of road laid.....	21 "
Length of double track of road	None.
Length of sidings	2 miles.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	45 pounds.
Branch roads owned by the company, and their length, viz: One to saw mill.....	1½ miles.
Roads worked or leased by the company, viz: One four miles long, or the joint use of the Bald Eagle Valley road from Snow Shoe intersection to Bellefonte.	
Number of engine houses and shops.....	3
Number of engines	4
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,500,).....	2
Number of freight cars, rated as eight wheel cars, (average cost of each, \$700,).....	6
Number of coal cars, rated as eight wheel cars, (average cost of each, \$350,).....	54
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 4,680,).....	11
Number of stone bridges.....	None.
Number of railroads crossed.....	Not any.
Number of stations on main road	9
Number of wood and water stations on main road,	3
Value of real estate held by the company, exclusive of road way.....	Cannot say.

Number of tunnels	None.
How is track laid, and on what foundation? On oak and hemlock ties, two feet from centre to centre, on stone and gravel ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains: No such trains.	
Number of through passengers for the year on main road.	7,661
Number of passengers (all classes) carried in cars,	25,478
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	107,083
Average rate of speed adopted by freight trains, in- cluding stops.	10 miles.
Weight of freight engines.	27 tons.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868	1,632	June, 1869	2,337
December, 1868	1,672	July, 1869	2,368
January, 1869	1,356	August, 1869	2,736
February, 1869	1,656	September, 1869	2,410
March, 1869	2,199	October, 1869	2,267
April, 1869	2,651		
May, 1869	2,194	Total	25,478

The amount of freight, specifying the quantity in tons:

Bituminous coal	89,356	Other articles	4,210
Agricultural products	991		
Merchandise	1,046	Total	107,083
Lumber	11,480		

*The rate of fare for passengers charged for the respective classes
per mile, as follows:*

For first class through passengers	3 $\frac{1}{2}$ cents.
For first class way passengers	4 "

The rate per ton (of 2,000 lbs.) per mile charged for freight:

For through freight.....	12 cents.
For through coal	1 $\frac{4}{5}$ "
For local coal	2 $\frac{1}{7}$ "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build- ings.....	\$34,522 69
Taxes on real estate.....	284 36
Total.....	<u>34,807 05</u>

Repairs of machinery:

Repairs of engines and tenders	\$5,322 73
Repairs of passenger, baggage and freight cars...	2,291 61
Repairs of tools and machinery in shops.....	311 61
Total.....	<u>7,925 95</u>

Operating the road:

Office expenses, stationery, &c.....	\$409 30
Agents and clerks	1,680 00
Labor—loading and unloading freight	837 60
Porters, watchmen and switch tenders.....	2,475 34
Conductors, baggage masters and brakemen.....	6,502 98
Engineers and firemen	4,773 64
Fuel, and cost of preparing for use.....	2,433 61
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,308 25
Loss and damage of goods and baggage	79 82
Shoveling snow.....	324 25
Damage to property, including damage by fire and cattle killed on road.....	25 00
General superintendence	3,397 58
Contingencies	2,182 19
Total.....	<u>26,429 56</u>

RECEIPTS.

Months.	Passengers.	Freight.	Miscella's.	Total.
November, 1868	\$583 60	\$4,705 58	\$15 44	.....
December, 1868	607 10	4,138 02	.....	.....
January, 1869	503 25	4,354 31	3 97	.....
February, 1869	565 10	4,559 27	6 70	.....
March, 1869	751 45	5,564 79	.....	.....
April, 1869	982 50	5,328 59	8 30	.....
May, 1869	801 60	5,760 08	6 21	.....
June, 1869	846 65	5,563 18	.....	.....
July, 1869	866 50	4,900 44	1,311 51	.....
August, 1869	953 80	4,802 85	55 53	.....
September, 1869	831 35	4,806 43	.....	.....
October, 1869	708 85	4,901 11	66 61	.....
Total	8,896 75	59,389 65	1,474 29	\$69,760 69
Received from other sources .....	.....	.....	.....	38,582 27
				<u>108,342 96</u>

Summary of payments :

For maintaining and operating the road	\$69,162 56
For dividends, and United States and State tax thereon	19,800 00
For interest	6,123 42
For miscellaneous	4,413 52
For State tax on capital stock and tonnage	3,524 53
For United States tax	1,905 92
Total	<u>104,929 95</u>

Cost of transportation :

What express companies run on your road, and on what terms?
No express company using road.

What transportation or freight companies run on your road, and
on what terms? None.

ACCIDENTS.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

KILLED—Others

1

Mrs. Sarah Webster, walking on track near engine house at Bellefonte, was killed October 1, 1869, by train, while shifting cars.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. H. Downing	Philadelphia.
Wistar Morris	Philadelphia.
Jacob P. Jones	Philadelphia.
F. C. Yarnall.....	Philadelphia.
M. T. Milliken	Bellefonte, Pa.
R. H. Downing, President..	1608 Market street, Philadelphia.
John H. Wheeler, Secretary	1608 Market street, Philadelphia.
Daniel Rhoads, Treasurer and Sup't...	Bellefonte.

(No. 7.)

BLOSS COAL MINING AND RAILROAD COMPANY.

SUPERINTENDENT'S OFFICE, }
 Corning, N. Y., December 6, 1869. }

Hon. J. F. HARTRANFT,

Auditor General:

DEAR SIR:—Our company is a coal company, and the amount of our capital stock includes lands, improvements, &c., pertaining to the developing and operating the mines.

The railroad was built from our mines to Blossburg, and upon its completion we made a perpetual lease of it to the Tioga railroad company.

The cost of construction was..... \$120,000 00

Yours, &c.,

F. N. DRAKE, *Sup't.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Arnot.....	Elmira, N. Y.
Lorenzo Webber.....	Elmira, N. Y.
Henry Sherwood.....	Corning, N. Y.
F. N. Drake.....	Corning, N. Y.
Constant Cook.....	Bath, N. Y.
H. H. Cook.....	Bath, N. Y.
F. C. Dimming.....	Addison, N. Y.
M. P. Bush.....	Buffalo, N. Y.
John Arnot, President.....	Elmira, N. Y.
Constant Cook, Vice President.....	Bath, N. Y.
H. H. Cook, Secretary and Treasurer.....	Bath, N. Y.
F. N. Drake, Superintendent.....	Corning, N. Y.

(No. 8.)

BUFFALO, CORRY AND PITTSBURG.

STATE OF NEW YORK, }
Chautauqua County, } ss:

Personally appeared Matthew P. Bemus, treasurer of the Buffalo, Corry and Pittsburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) MATTHEW P. BEMUS, *Treasurer.*

Sworn and subscribed before me, this }
 12th day of January, 1870. }

H. O. LAKIN, *Surrogate.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	442,497 50
Amount paid in as by last report	428,717 50
Total amount now paid in of capital stock	428,717 50
Funded debt, as per last report	700,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, March 1, 1886,)	700,000 00
Floating debt, as by last report	376,234 17
The amount now of floating debt	374,315 43
Total amount now of floating and funded debt...	1,074,315 43
Rate per cent. per annum of interest on funded debt,	
1st mortgage	7 per cent.
Number of shares of stock	<u>10,000</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment	<u>\$1,431,465 73</u>	<u>\$1,446,987 95</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Brocton, N. Y., to Corry, Pa.....	43 $\frac{2}{10}$ miles.
Length of main line of road in Pennsylvania.....	6 "
Length of road laid.....	43 $\frac{2}{10}$ "
Length of sidings.....	1 "
Gauge of road.....	4 ft. 9 $\frac{1}{4}$ in.
Weight of rail per yard on main track.....	56 pounds.
Number of engine houses and shops.....	1
Number of engines.....	6
Number of first class passenger cars, (rated as eight wheel cars,).....	5
Number of baggage, mail and express cars, (rated as eight wheel cars,).....	2
Number of freight cars, (rated as eight wheel cars,).....	23
Number of railroads crossed.....	2
Number of stations on main road.....	7
How is track laid, and on what foundation? Wood- en cross-ties, ballasted with gravel.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	52,524
Number of miles run by freight trains.....	69,433
Number of passengers (all classes) carried in cars,	53,122
Number of tons of 2,000 lbs. of through freight for the year on main road.....	80,238
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	80,238
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	20
Average rate of speed adopted by express trains, including stops.....	20
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	28 tons.
Weight of freight engines.....	28 "

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	159	Live stock.....	1, 836
Petroleum.....	68, 262	Lumber.....	2, 170
Agricultural products.....	300	Other articles.....	918
Merchandize.....	197		
Manufactures.....	6, 396	Total	<u>80, 238</u>

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	.032 cents.
For first class way passengers.....	<u>.032 "</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings	\$35,644 41		
Taxes on real estate	7,344 64		
Total	42,989 05		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$11,389 85		
Repairs of passenger and baggage cars	1,082 25	\$1,082 25	
Repairs of freight cars	3,512 98		\$3,512 98
Repairs of tools and machinery in shops	120 12		
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	943 16		
Total	17,048 36	1,082 25	3,512 98
OPERATING THE ROAD.			
Office expenses, stationery, &c.	\$775 89	\$568 97	\$216 92
Agents and clerks	11,125 60	3,801 47	7,524 13
Labor—loading and unloading freight	5,615 75		5,615 75
Porters, watchmen and switch tenders	3,143 86		
Wood and water station attendance	887 04		
Conductors, baggage masters and brakemen	11,476 69	4,977 99	6,498 70
Engineers and firemen	11,238 16	2,809 51	8,428 65
Fuel and cost of preparing for use	25,145 10	6,286 27	18,858 83
Oil and waste for engines and tenders, passenger, baggage and freight cars	2,688 63		
Loss and damage of goods and baggage	279 87		279 87
Use of freight cars	5,744 32		5,764 32
Shoveling snow, rent of offices and depots	699 97	129 16	570 81
Damage for injury of persons	16 00		
Damage to property, including damage by fire and cattle killed on road	2,022 42	1,247 21	775 21
General superintendence	5,388 34		
Contingencies	2,392 37	943 64	1,448 73
Total	88,638 01	20,554 22	55,981 92

RECEIPTS.

Passengers.....	\$73,232 72
Freight	142,002 92
Mail and express.....	10,011 59
Miscellaneous	662 11
Total	<u>225,909 34</u>

Summary of payments:

For construction and equipment.....	\$15,522 22
For maintaining and operating the road.....	148,675 42
For interest.....	70,992 69
For United States tax.....	5,320 75
Total	<u>240,511 08</u>

Cost of transportation:

What express companies run on your road, and on what terms?
American M. U. express company.

ACCIDENTS.

INJURED—employees..... 1

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

Thomas Donnell, breakman, fell from train and lost left arm.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jay Gould.....	New York.
Jas. Fisk, Jr.....	New York.
S. D. Rucker.....	New York.
Fred. A. Lane.....	New York.
J. C. B. Davis.....	New York.
Thos. Struthers.....	Warren, Pa.
Wm. H. Steward.....	Corry, Pa.
Daniel Williams.....	Harmony, N. Y.
M. P. Bemus.....	Mayville, N. Y.
Wm. P. Whiteside.....	Mayville, N. Y.
Amos K. Warren.....	Mayville, N. Y.
Geo. W. Gifford.....	Mayville, N. Y.
John F. Phelps.....	Mayville, N. Y.
Jay Gould, President.....	New York.
M. P. Bemus, Secretary and Treasurer.....	Mayville, N. Y.
A. R. Trew, Superintendent.....	Mayville, N. Y.

(No. 9.)

BUFFALO, BRADFORD AND PITTSBURG.

STATE OF NEW YORK, }
New York City and County, } ss:

Personally appeared H. N. Otis, treasurer of the Buffalo, Bradford and Pittsburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) H. N. OTIS, *Treasurer.*

Sworn and subscribed before me, this }
 — day of November, 186—. }

_____, *J. P.*

STOCK AND DEBT.

Amount paid in as by last report.....	\$2,286,000 00
Total amount now paid in of capital stock	2,286,000 00
Funded debt, as per last report	580,000 00
The amount now of funded debt, (date of maturity cannot be ascertained in time, Dec. 28, 1869,) as follows:	
1st mortgage bonds.....	\$3,000,00
2d mortgage bonds	500 00
Mortgage bonds, (date of maturity, January 1, 1896,) but exchangeable into stock of corporation lessee,	580,000 00
	583,500 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	22,860
Par value of each share	<u>\$100 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, (should have been \$2,869,500 00,) stated at	\$2,866,000 00	2,869,500 00
Equipment.....		None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Carrollton, N. Y., to Gilesville, Pa	26 miles.
Length of main line of road in Pennsylvania.....	18 miles.
Length of main line of road in New York	8 miles.
Length of road laid.....	26 miles.
Length of double track of road.....	None.
Length of sidings	2 miles.
Gauge of road	6 feet.
Weight of rail per yard on main track.....	45 to 62 lbs.
Branch roads owned by the company, and their length.....	None.
Number of wooden bridges, (total length in feet, 698,)	10
Number of railroads crossed.....	None.
Number of stations on main road	8
How is track laid and on what foundation? On cross-ties, filled in with common earth.	

This road is leased to the Erie railway company of New York, and is operated by that company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jas. W. Hilton	Bradford, Pa.
Daniel Kingsbury	Bradford, Pa.
James E. Blair.....	Bradford, Pa.
A. K. Johnson.....	Bradford, Pa.
J. T. Cameron.....	Susquehanna Station, Pa.
Theo. Springstein.....	Susquehanna Station, Pa.
S. V. King	Laokawaxen, Pa.
P. T. B. Emmons	Great Bend, Pa.
Jay Gould.. ..	New York.
Jas. Fisk, Jr.....	New York.
A. L. Diven	New York.
W. J. Hilton	New York.
M. Smith.....	New York.
James W. Hilton, President.....	Bradford, Pa.
Jay Gould, Vice President	New York city.
H. N. Otis, Secretary and Treasurer	New York city.

(No. 10.)

BUFFALO AND ERIE.

STATE OF NEW YORK, }
Erie County, } ss:

Personally appeared William Williams, president, and H. H. Lyman, acting treasurer, of the Buffalo and Erie railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WM. WILLIAMS, *President.*
 H. H. LYMAN, *Acting Treasurer.*

Sworn and subscribed before me, this }
 27th day of November, 1869. }

JAMES S. GIBBS, *Commissioner.*

STOCK AND DEBT.

Capital stock as authorized by law	\$6,000,000 00
Amount of stock subscribed	6,000,000 00
Amount paid in as by last report	6,000,000 00
Total amount now paid in of capital stock	6,000,000 00
Funded debt, as per last report	3,700,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, June 1, 1870,) \$400,000; April 1, 1898, \$3,000,000; November 1, 1873, \$100,000; July 1, 1882, \$200,000; Sept. 1, 1886, \$300,000; total	
	4,000,000 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	400,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends: Feb. 1, 4 per cent.; Aug. 1, 4 per cent.	
Number of shares of stock	60,000

Par value of each share	\$100 00
Amount paid in on each share	100 00
Amount of capital on which the respective dividends were declared	<u><u>6,000,000 00</u></u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	<u><u>\$6,718,800 71</u></u>	<u><u>\$7,008,901 03</u></u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Buffalo, N. Y., to Erie, Pa.....	88 miles.
Length of main line of road in Pennsylvania	18½ "
Length of road laid.....	88 "
Length of double track of road	3 "
Length of sidings	40 "
Gauge of road	4 feet 10 in.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company, and their length	None.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	5
Number of engines	47
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$5,000,).....	24
Number of second class passenger and emigrant cars, rated as eight wheel cars, (average cost of each, \$3,000,).....	7
Number of baggage, mail and express cars, rated as eight wheel cars,(average cost of each, \$1,500,)	16
Number of freight and coal cars, rated as eight wheel cars, (average cost of each, \$700,)	1,057
Number of iron bridges, (total length in feet, 870,)	16
Number of wooden bridges, (total length in feet, 642,)	3
Number of stone bridges, (total length in feet, 382,)	5
Number of railroads crossed.....	2

RAILROAD REPORT.

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Number of stations on main road	21
Number of wood and water stations on main road,	17
Value of real estate held by the company, exclu- sive of road way, (exclusive also of personal pro- perty,).....	\$1,668,498 00
Number of tunnels	None.
How is track laid and on what foundation? On oak ties, with fish-plate joints and gravel and dirt foundation.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	266,564
Number of miles run by freight and coal trains...	723,063
Number of through passengers for the year on main road.....	225,265
Number of passengers (all classes) carried in cars,	388,253
Number of tons of 2,000 lbs. of through freight for the year on main road, and gross amount of ton- nage for the year, (2,000 lbs. per ton,).....	986,271
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	22
Average rate of speed adopted by express trains, including stops.....	28
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	25 tons.
Weight of freight engines	32 tons.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868	35,497	June, 1869.....	34,949
December, 1868.....	32,452	July, 1869.....	39,547
January, 1869.....	27,571	August, 1869.....	43,700
February, 1869.....	26,104	September, 1869	44,040
March, 1869.....	33,136		
April, 1869.....	36,708	Total	388,253
May, 1869.....	34,949		

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	1,256	Agricultural products.....	28,650
Bituminous coal.....	218,392	Merchandise.....	228,625
Petroleum.....	55,378	Manufactures	189,678
Pig iron.....	1,650	Live stock.....	236,138
Railroad iron.....	2,225	Lumber	9,672
Other iron or castings and iron and other ores.....	3,865	Other articles	9,492
Lime and limestone.....	1,250	Total.....	<u>986,271</u>

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	2.5 cents.
For first class way passengers.....	3 "
For second class through passengers.....	1.8 "
For second class way passengers	<u>None.</u>

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight.....	1.75 cents.
For through coal	1.5 "
For local freight.....	1.75 "
For local coal	<u>1.5 "</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs or maintenance of way, including buildings.....

Taxes on real estate.....

Total.....

\$200, 169 12

98, 104 00

298, 273 12

REPAIRS OF MACHINERY.

Repairs of engines and tenders.....

Repairs of passenger and baggage cars.....

Repairs of freight cars.....

Repairs of tools and machinery in shops.....

Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....

Total.....

\$24, 814 03

43, 323 49

44, 729 45

5, 557 84

23, 803 85

182, 258 66

OPERATING THE ROAD.

Office expenses, stationery, &c.....

Agents and clerks.....

Labor—loading and unloading freight.....

Porters, watchmen and switch tenders.....

Wood and water station attendance.....

Conductors, baggage masters and brakemen.....

Engineers and firemen.....

Fuel and cost of preparing for use.....

Law expenses.....

Oil and waste for engines and tenders, passenger, baggage and freight cars.....

Loss and damage of goods and baggage.....

Use of freight and passenger cars.....

Rent of offices.....

Damage for injury of persons.....

Damage to property, including damage by fire and cattle killed on road.....

General superintendence.....

Contingencies.....

Total.....

\$1, 029 33

42, 914 10

48, 811 68

33, 939 28

7, 407 39

66, 246 56

58, 034 05

115, 596 13

12, 418 63

18, 423 20

4, 774 06

17, 819 80

1, 488 85

17, 718 16

12, 838 65

12, 272 63

101, 179 78

560, 967 38

ALLOTTED TO

Pass. Transportation.....

Freight Transporta'n.....

\$321.33

16, 550 06

8, 484 82

2, 469 12

26, 637 24

14, 005 09

46, 238 46

7, 451 20

7, 369 29

127 27

200 00

1, 079 75

17, 718 16

620 00

6, 136 34

35, 519 22

190, 927 35

\$708 00

26, 394 04

48, 811 68

25, 454 46

4, 938 27

33, 609 32

44, 028 96

69, 357 67

4, 967 48

11, 053 91

4, 646 79

17, 649 80

409 10

213 65

6, 136 34

65, 660 56

370, 040 03

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	Nothing.
From sale of bonds.....	Nothing.
From other sources	Nothing.

RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Use of cars.	Miscellaneous.	Total.
November, 1868,	\$66,417 33	\$109,642 92	\$4,709 01	\$821 05	\$101 14	\$181,691 45
December, 1868,	75,074 39	124,145 86	4,328 73	1,631 92	83 38	205,264 28
January, 1869....	48,160 29	123,687 44	14,536 72	731 59	78 72	187,194 76
February, 1869.	42,292 20	104,508 72	3,191 05	1,108 20	78 04	151,178 21
March, 1869.....	53,973 96	132,488 55	12,839 26	4,338 11	68 55	203,708 23
April, 1869	60,771 88	137,591 10	2,312 88	2,683 90	68 29	203,428 05
May, 1869.	57,030 89	116,576 53	8,060 87	819 35	94 60	182,552 24
June, 1869	65,962 33	117,996 59	2,911 02	1,282 39	84 05	188,236 38
July, 1869	69,940 01	108,471 97	5,490 00	5 7 75	103 16	184,522 89
August, 1869.....	74,831 26	119,897 46	2,979 01	2,660 17	123 38	200,491 28
Total	614,454 54	1,195,007 14	61,328 55	16,594 43	883 11	1,888,267 77

Summary of payments :

For maintaining and operating the road	\$1,041,499 18
For dividends	480,000 00
For interest.....	245,525 00
For surplus funds, State tax on capital stock and tonnage and United States tax.....	44,014 70
Total.....	<u>1,811,038 88</u>

Cost of transportation :

Cost per passenger per mile, proximate average ..	2.4 cents.
Cost per ton freight per mile, proximate average..	<u>1 cent.</u>

What express companies run on your road, and on what terms ?
American Merchants' Union and the United States express companies, to February 7, 1869, at \$173 10, and thereafter at \$145 60 a day.

What transportation or freight companies run on your road, and on what terms ? Lines known as the Red, White and South Shore transit companies run over this road, the several roads in the line from Boston and New York to Chicago, Cincinnati and St. Louis

contributing their *pro rata* proportion of cars for the companies. The rates of transportation are fixed from time to time by their representatives.

ACCIDENTS.

KILLED—employees 1

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

August 23, 1869. Geo D. Perkins, brakeman, killed by falling from train near Harbor Creek, Pa.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. Williams.....	Buffalo. N. Y.
Chas. H. Lee.....	Silver Creek, N. Y.
Alanson Robinson.....	New York.
Horace F. Clark.....	New York.
Augustus Schell.....	New York.
Jas. C. Harrison.....	Buffalo, N. Y.
Gibson T. Williams.....	Buffalo. N. Y.
John M. Hutchinson.....	Buffalo, N. Y.
Henry L. Lansing.....	Buffalo, N. Y.
Geo. H. Chase.....	Buffalo, N. Y.
Chas. M. Reed.....	Erie, Pa.
Milton Courtright.....	Erie, Pa.
Wm. L. Scott.....	Erie, Pa.
Wm. Williams, President.....	Buffalo, N. Y.
Geo. H. Chase, Secretary and Treasurer.....	Buffalo, N. Y.
R. N. Brown, Superintendent.....	Buffalo, N. Y.

BUFFALO AND ERIE RAILROAD COMPANY, }
 TREASURER'S OFFICE, }
 BUFFALO, November 29, 1869. }

HON. J. F. HARTRANFT, *Auditor General:*

DEAR SIR:—The Buffalo and Erie railroad company consolidated with the Lake Shore and Michigan Southern railway company on the tenth day of August, 1869, but continued to operate separately until September 1st.

This report, therefore, covers the doings of the Buffalo and Erie railroad company to September 1, 1869, and so much of the fiscal year as remains will be reported by the Lake Shore and Michigan Southern railway company.

Very truly yours,

H. H. LYMAN, *Acting Treasurer.*

(No. 11.)

BUFFALO AND WASHINGTON.

BUFFALO, November 17, 1869.

J. F. HARTRANFT, Esq.,

Auditor General, Harrisburg, Pa.:

DEAR SIR:—In reply to your communication requesting report for the year ending October 30, 1869, I desire to say that the Buffalo and Washington railway have completed the survey of their line from Buffalo, N. Y., to Emporium, Pa., and have located the same through the counties of Erie and Cattaraugus, in the State of New York, and the counties of M'Kean, Potter and Cameron, in the State of Pennsylvania. They have built, completed and put in operation sixteen miles of road, from Buffalo to East Aurora, and have graded about five miles beyond that point. The capital stock is three million of dollars, divided in thirty thousand shares, of one hundred dollars each. There has been paid in the amount of \$428,472 95.

I am, sir, respectfully yours,

WM. C. ALBERGER,
Secretary and Superintendent.

(No. 12.)

CATASAUQUA AND FOGELSVILLE.

STATE OF PENNSYLVANIA, }
Lehigh County, } ss:

Personally appeared Joshua Hunt, president, and John Williams, treasurer, of the Catasauqua and Fogelsville railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOSHUA HUNT, *President.*
 JOHN WILLIAMS, *Treasurer.*

Sworn and subscribed before me, this }
 24th day of November, 1869. }

R. CLAY HAMERSLY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$426,900 00
Amount of stock subscribed	426,900 00
Amount paid in as by last report	402,875 00
Total amount now paid in of capital stock	426,900 00
Date and rate per cent. per annum of dividend or dividends: November 1, 1869	6 per cent.
Number of shares of stock	17,076
Par value of each share	\$25 00
Amount paid in on each share	25 00
Amount of capital on which the respective divi- dends were declared	426,900 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$708,322 17	\$738,854 42

CHARACTERISTICS OF ROAD.

Length of main line of road, from Catasauqua to Rittenhouse Gap.....	20 miles.
Length of road laid.....	24 "
Length of sidings.....	8 "
Gauge of road	4 ft. 8½ inches.
Weight of rail per yard on main track: 19 miles, 50 pounds to yard, and 5 miles, 57 pounds.	
Branch roads owned by the company, and their length, viz: Wexlertown to Farmington	4 miles.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	2
Number of engines	6
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$2,500,).....	3
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,000,)	2
Number of freight cars, rated as eight wheel cars, (average cost of each, \$1,000,)	18
Number of ore and stone cars, rated as four wheel cars, (average cost of each, \$600,).....	400
Number of iron bridges, (total length, 1,240 feet, viz: Jordon bridge, 1,100 feet; Spring Creek, 20 feet; Little Lehigh, 40 feet; East Pennsylvania, 60 feet; Rupp's, 20 feet).....	5
Number of wooden bridges, (total length in feet, 16, at Clause's farm,)	1
Number of stone bridges, (total length in feet, 60, near Jordan bridge, 20 feet; Clause's, 20 feet; M'Intyre's, 20 feet,).....	3
Number of railroads crossed	1
Number of stations on main road.....	16
Number of wood and water stations on main road,	7
Value of real estate held by the company, exclusive of road way	\$21,000 00
Number of tunnels	None.
How is track laid, and on what foundation? In the ordinary way, 19 miles with furnace cinders, and 5 miles with broken stones.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	23,788
Number of miles run by freight trains	23,788
Number of miles run by coal trains.....	38,000
Number of passengers (all classes) carried in cars,	14,467
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	303,814 $\frac{9.5}{2.6}$
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)	15 miles.
Average rate of speed adopted by freight trains, including stops	12 "
Weight of first class passenger engines	25 tons.
Weight of freight engines	30 to 35 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

No monthly account taken.

Total for year.....	<u>14,467</u>
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The amount of freight, specifying the quantity in tons:

Anthracite coal, (2,240,).....	38,648.10	Merchandise, (2,000,).....	436.00
Bituminous coal, (2,240,).....	2,099.06	Manufactures, (2,000,).....	5,717.13
Pig and railroad iron, (2,240,) ..	9,084.00	Lumber and slate, (2,000,).....	8,604.00
Iron and other ores, (2,240,)	123,775.06	Other articles, (2,000,).....	3,667.01
Lime and limestone	109,661.10		
Agricultural products, (2,000,) ..	2,120.19	Total	<u>303,814.05</u>

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers	3 cents.
For first class way passengers.....	3 "
For second class through passengers.....	3 "
For second class way passengers.....	<u>3 "</u>

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight, (2,240 pounds,)	5 cents.
For through coal (2,240 pounds,)	<u>2$\frac{1}{2}$ "</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings.....	\$26,523 47	.....	.....
Taxes on real estate.....	182 05	.....	.....
Total.....			\$26,718 52
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$12,303 44	.....	\$12,303 44
Repairs of freight cars.....	638 61	\$638 61	.....
Repairs of tools and machinery in shops.....	570 56	.....	570 56
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	727 37	.....	727 37
Total.....	14,239 98	638 61	13,601 37
OPERATING THE ROAD.			
Agents and clerks.....	\$2,436 27	\$2,436 27	.....
Wood and water station attendance.....	2,796 61	.....	\$2,796 61
Conductors, baggage masters and brakemen.....	4,004 11	.....	4,004 11
Engineers and firemen.....	3,089 53	.....	3,089 53
Fuel and cost of preparing for use.....	10,378 43	2,594 60	7,783 83
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	2,197 25	724 29	1,472 96
Use of freight cars.....	1,564 52	677 29	887 23
General superintendence.....	2,720 00	.....	2,720 00
Total.....	29,166 72	6,432 45	22,734 27

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$426,900	00
From other sources	311,954	42
Total.....	738,854	42

RECEIPTS.

Months.	Passeng'rs.	Freight.	Local freight.	Miscellaneous.	Total.
November, 1868.....	\$422 40	\$8,731 42			
December, 1868.....	443 10	10,410 75			
January, 1869.....	384 05	11,642 03			
February, 1869.....	519 30	9,761 12			
March, 1869.....	570 40	11,817 52			
April, 1869.....	525 64	11,401 84			
May, 1869.....	524 23	9,715 40			
June, 1869.....	474 00	6,080 48			
July, 1869.....	479 71	10,159 95			
August, 1869.....	496 16	10,800 74			
September, 1869.....	444 33	10,740 35			
October, 1869.....	365 10	9,893 53			
Total.....	5,648 42	121,095 13	\$18,483 18	\$5,038 35	\$150,265 08

Summary of payments :

For construction and equipment.....	\$44,836	28
For maintaining and operating the road	70,125	22
Dividends	25,614	00
State tax on capital stock, tonnage and gross receipts,	9,268	24
United States tax.....	1,280	70

Cost of Transportation :

What express companies run on your road, and on what terms? None.

What transportation or freight companies run on your road, and on what terms? None.

ACCIDENTS.

KILLED—employees	1
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The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

May 14, 1869. Willard Chapman, brakeman, killed at Chapman's Station by freight train, while in the act of uncoupling cars ; him falling between the cars ; born in Pennsylvania ; 26 years old.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
David Thomas.....	Catasauqua, Pa.
John T. Knight	Easton, Pa.
John Drake.....	Easton, Pa.
B. J. Leedom.....	Philadelphia, Pa.
Samuel Thomas.....	Catasauqua, Pa.
Alex. F. Hazard.....	Philadelphia, Pa.
Geo. A. Wood.....	Philadelphia, Pa.
Thomas Earp.....	Philadelphia, Pa.
Chas. E. Haven.....	Philadelphia, Pa.
John Thomas.....	Hokendauqua, Pa.
Joshua Hunt, President.....	Catasauqua, Pa.
John Williams, Secretary and Treasurer.....	Catasauqua, Pa.
C. W. Chapman, Superintendent.....	Catasauqua, Pa.

(No. 13.)

CATAWISSA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared M. P. Hutchinson, president, and W. L. Gilroy, treasurer, of the Catawissa railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) M. P. HUTCHINSON, *President.*

W. L. GILROY, *Treasurer.*

Sworn and subscribed before me, this }
 first day of November, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Amount of stock subscribed	\$3,359,500 00
Amount paid in as by last report	3,359,500 00
Total amount now paid in of capital stock	3,359,500 00
Funded debt, as per last report	371,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1s mortgage bonds, (date of maturity, 1882,)	\$235,500 00
Chattel mortgage bonds, (date of maturity, 1880,)	24,500 00
Chattel mortgage bonds, (date of maturity, 1888,)	110,000 00
Chattel mortgage bonds, (date of maturity, 1889,)	75,350 00
	<hr/>
	445,350 00
Date and rate per cent. per annum of dividend or dividends: Nov. 5, 1868, 3 per cent. on preferred stock; May 20, 1869, 3½ per cent. on preferred stock.	
Number of shares of stock: preferred stock, 44,000; common stock, 23,190.	

Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared	<u>2,098,900 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	<u>\$3,744,000 00</u>	<u>\$3,826,500 00</u>

This road is leased by the Western Central railroad and Atlantic and Great Western railway. The report of its working and receipts under the said lease will be found under that heading.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel V. Merrick.....	Philadelphia, Pa.
Emmor Weaver.....	Philadelphia, Pa.
J. V. Williamson.....	Philadelphia, Pa.
Francis K. Shipper..	Philadelphia, Pa.
Ellwood Shannon.....	Philadelphia, Pa.
J. E. Kingsley.....	Philadelphia, Pa.
M. P. Hutchinson, President.....	Philadelphia, Pa.
Edward Johnson, Secretary.....	Philadelphia, Pa.
W. L. Gilroy, Treasurer.....	Philadelphia, Pa.

(No. 14.)

CATAWISSA.

[*Western Central railroad and Atlantic and Great Western railway companies, lessees, for the year ending October 30, 1869.*]

STATE OF PENNSYLVANIA, } ss:
 _____ County,

Personally appeared M. P. Hutchinson, president and general manager, and W. L. Gilroy, treasurer, of the Catawissa railroad, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) M. P. HUTCHINSON, *Pres't and Gen. Man.*

W. L. GILROY, *Treasurer.*

Sworn and subscribed before me, this }
 1st day of November, 1869. }

W. W. DOUGHERTY, *Alderman.*

CHARACTERISTICS OF ROAD.

Length of main line of road, from Milton to Little Schuylkill junction	65 miles.
Length of main line of road in Pennsylvania	65 "
Length of road laid	65 "
Length of sidings	5 "
Gauge of road	4 ft. 8½ inches.
Weight of rail per yard on main track	56 pounds.
Branch roads owned by the company, and their length, viz: Summit Branch	2½ miles.
Roads worked or leased by the company	2
Number of engine houses and shops: 4 engine houses and 2 shops.	
Number of engines	21
Number of first class passenger cars, (rated as eight wheel cars,)	9
Number of baggage, mail and express cars, (rated as eight wheel cars,)	5

Number of freight cars, (rated as eight wheel cars,)	535
Number of coal cars, (rated as eight wheel cars,)..	50
Number of iron bridges	None.
Number of wooden bridges.....	11
Number of stone bridges.....	None.
Number of railroads crossed.....	2
Number of stations on main road	10
Number of wood and water stations on main road,	11
Number of tunnels, (length of each, 1,400 feet, 200 feet, 400 feet,).....	3
How is track laid and on what foundation? Cross ties, laid on earth, coal dirt and stone.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	56,260
Number of miles run by freight trains.....	218,721
Number of miles run by coal trains.....	32,329
Average rate of speed adopted by ordinary pas- senger trains, including stops, (miles per hour,)..	20
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines, with tender,	56,000
Weight of freight engines, with tender.....	70,000

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal..	76,556	Merchandise	6,328
Pig iron.....	18,826	Manufactures	9,380
Railroad iron.....	8,431	Live stock.....	505
Iron and other ores.....	13,000	Lumber	127,193
Lime and limestone.....	1,225	Other articles	181,789
Agricultural products.....	11,568		
		Total.....	454,801

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings.....	\$135,619 38
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Repairs of machinery :

Repairs of engines and tenders.....	\$45,965 83
Repairs of passenger and baggage cars.....	6,072 01
Repairs of freight cars.....	30,129 10
Repairs of tools and machinery in shops.....	8,523 05
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	9,513 39

Operating the road :

Office expenses, stationery, &c.....	\$7,925 95
Agents and clerks	19,636 34
Porters, watchmen and switch tenders.....	11,799 62
Wood and water station attendance.....	4,177 93
Conductors, baggage masters and brakemen....	42,078 25
Engineers and firemen.....	22,784 26
Fuel and cost of preparing for use	49,924 94
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	8,145 64
Use of freight cars	135 75
Telegraph line	2,546 25
General superintendence	6,800 00
Contingencies.....	23,826 18
Total.....	435,603 87

RECEIPTS.

Passengers.....	\$69,392 35
Freight.....	349,174 42
Mail and express.....	4,136 74
Miscellaneous	202,428 15
Total.....	625,131 66

Summary of payments :

Maintaining and operating the road.....	\$435,603 87
State tax on tonnage and gross receipts.....	9,347 89
United States tax	1,838 03
Total.....	446,789 79

(No. 15.)

CHARTIERS.

OFFICE CHARTIERS RAILWAY COMPANY, }
PHILADELPHIA, Nov. 1, 1869. }

Hon. J. F. HARTRANFT,

Auditor General Pennsylvania:

SIR:—Additional subscriptions to the capital stock of this company, to the amount of \$250,000, have been obtained during the last year.

About fourteen miles of the railway are now under contract, though but little progress has as yet been made with the work.

Very respectfully,

G. B. ROBERTS, *President.*

(No. 16.)

CHESTER CREEK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Samuel M. Felton, president, and Joseph Huddell, treasurer, of the Chester Creek railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) S. M. FELTON, *President.*
 J. HUDDELL, *Treasurer.*

Sworn and subscribed before me, }
 this 7th day of January, 1870. }

J. P. DELANEY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$185,000 00
Total amount now paid in of capital stock	159,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, January 1, 1903,)	185,000 00
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	None.
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend...	6 per cent.
Number of shares of stock authorized	3,700
Par value of each share	\$50 00
Amount of capital on which a dividend has been declared	140,100 00

COST OF ROAD AND EQUIPMENT.

Construction	By present report. \$344,500 00
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CHARACTERISTICS OF ROAD.

Length of main line of road, from junction Philadelphia, Wilmington and Baltimore railroad, at Lamokin, to junction Philadelphia and Baltimore Central railroad near Lenni.....		7 $\frac{1}{4}$ miles.
Length of main line of road in Pennsylvania		7 $\frac{1}{4}$ miles.
Length of road laid.....		7 $\frac{1}{4}$ miles.
Length of double track of road		None.
Length of sidings		$\frac{1}{2}$ mile.
Gauge of road		4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....		50 pounds.
Branch roads owned by the company, and their length.....		None.
Roads worked or leased by the company		None.
Number of engine houses and shops, engines, cars, &c		None.
Number of wooden bridges, (total length in feet, 450,)		3
Number of stone bridges		None.
Number of railroads crossed		None.
Number of stations on main road		8
Number of wood and water stations on main road,		1
Value of real estate held by the company, exclusive of road way		None.
Number of tunnels		None.
How is track laid and on what foundation? With fish joints and gravel and stone ballast.		

The road is leased to the Philadelphia and Baltimore Central railroad company, and is worked by said company as part of its road.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia, Pa.
William Sellers.....	Philadelphia, Pa.
Abraham R. Perkins.....	Philadelphia, Pa.
Jarius Baker.....	Philadelphia, Pa.
Samuel Archbold.....	Chester, Pa.
A. P. Morgan.....	Chester, Pa.
David Woelpper.....	Chadd's Ford, Delaware co. Pa.
James A. Strawbridge.....	Elkview, Chester county, Pa.
Samuel Dickey.....	Oxford, Chester county, Pa.
James R. Ramsey.....	Oxford, Chester county, Pa.
James M. Broomall.....	Media, Delaware county, Pa.
Samuel M. Felton, President.....	Philadelphia, Pa.
William Ward, Secretary.....	Chester, Pa.
Joseph Huddell, Treasurer.....	Philadelphia, Pa.

(No. 17.)

CHESTER VALLEY.

STATE OF PENNSYLVANIA, } ss:
County,

Personally appeared John F. Gilpin, president, and William H. Holstein, treasurer, of the Chester Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOHN F. GILPIN, *President.*

WM. H. HOLSTEIN, *Treasurer.*

Sworn and affirmed and subscribed before }
 me, this 1st day of November, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$871,900 00
Amount of stock subscribed.....	871,900 00
Amount paid in as by last report.....	871,900 00
Total amount now paid in of capital stock.....	871,900 00
Funded debt, as per last report.....	500,000 00
The amount now of funded debt, (classified and date of maturity, as follows:	
1st mortgage bonds, (date of maturity, May, 1872,).....	\$500,000 00
Over due interest unpaid.....	437,500 00
	<hr/> 937,500 00
The amount now of floating debt.....	500,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7
Date and rate per cent. per annum of dividend or dividends.....	No dividend.
Number of shares of stock.....	17,438
Par value of each share.....	\$50 00
Amount paid in on each share.....	50 00
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COST OF ROAD AND EQUIPMENT.

Total cost	<u><u>\$1,371,900 00</u></u>
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CHARACTERISTICS OF ROAD.

Length of main line of road, from Bridgeport to Downingtown.....	21½ miles.
Length of main line of road in Pennsylvania.....	21½ "
Length of road laid.....	21½ "
Length of double track of road	None.
Length of sidings.....	1½ miles.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	45 to 60 lbs.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	1
Number of iron bridges	None.
Number of over bridges, (total length in feet, 536,)	13
Number of wooden bridges, (total length in feet, 1,441,).....	32
Number of stone bridges, (total length in feet, 1,556,).....	26
Number of railroads crossed	None.
Number of stations on main road.....	16
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road way.....	\$3,000 00
Number of tunnels	None.
How is track laid, and on what foundation? Stone and gravel.	

The Chester Valley railroad is leased to the Philadelphia and Reading railroad company, and by them worked as a branch road. To all unanswered questions, we respectfully refer the Auditor General to said Philadelphia and Reading railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Coffin Colket.....	Philadelphia.
Charles E. Smith.....	Philadelphia.
John Tucker.....	Philadelphia.
H. P. M'Kean.....	Philadelphia.
A. E. Borie.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
Wm. H. Holstein.....	Bridgeport, Pa.
John F. Gilpin, President.....	Philadelphia.
Wm. H. Holstein, Secretary and Treasurer.....	Bridgeport, Pa.
G. A. Nicolls, General Superintendent.....	Reading, Pa.

(No. 18.)

CHESTNUT HILL.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared C. Colket, president, and H. R. Smith, treasurer, of the Chestnut Hill railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*H. R. SMITH, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of November, 1869. }

Witness my hand and official seal.

J. PLANKINTON, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$120,650 00
Amount of stock subscribed	120,650 00
Amount paid in as by last report	120,650 00
Total amount now paid in of capital stock	120,650 00
Funded debt, as per last report	Nothing.
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds	Nothing.
2d mortgage bonds	Nothing.
3d mortgage bonds	Nothing.
Floating debt, as per last report	Nothing.
The amount now of floating debt	Nothing.
Total amount now of floating and funded debt ...	Nothing.
Date and rate per cent. per annum of dividend or dividends: January 1 and July 1	5 per cent.
Number of shares of stock	2,413
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u>120,650 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$120,650 00	\$120,650 00

Equipment: None; the road is leased to another company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Germantown to Chestnut Hill	4 $\frac{1}{8}$ miles.
Length of main line of road in Pennsylvania	4 $\frac{1}{8}$ "
Length of road laid.....	4 $\frac{1}{8}$ "
Length of double track of road	$\frac{1}{2}$ "
Length of sidings	$\frac{1}{2}$ "
Gauge of road	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company, and their length	None.
Number of wooden bridges, (total length in feet, 150,)	3
Number of stone bridges, (total length in feet, 30,)	1
Number of railroads crossed	None.
Number of stations on main road	8
Number of wood and water stations on main road,	None.
Value of real estate held by the company, exclusive of road way	None.
Number of tunnels	None.
How is track laid, and on what foundation? Slag ballast, cross-ties two feet apart.	

DONIGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains, about..	29,000
Number of miles run by freight and coal trains, about,	3,500
Number of through passengers for the year on main road.....	279,891
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) ...	12
Average rate of speed adopted by freight trains, including stops.....	8

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	20,388	June, 1869	27,663
December, 1868.....	18,678	July, 1869.....	20,232
January, 1869.....	17,413	August, 1869.....	28,844
February, 1869.....	16,004	September, 1869	30,351
March, 1869.....	18,741	October, 1869.....	26,308
April, 1869.....	20,891		
May, 1869.....	24,437	Total.....	279,890

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers	10 cents.
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EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build- ings, (estimated,)	\$8,000 00
Taxes on real estate, about.....	300 00
Total.....	8,300 00

RECEIPTS.

Months.	Passengers.	Freight.	Total.
November, 1868.....	\$834 44	\$373 02	
December, 1868.....	760 65	237 36	
January, 1869.....	1,788 83	357 06	
February, 1869.....	1,301 39	573 36	
March, 1869.....	1,467 90	525 29	
April, 1869.....	1,776 33	503 16	
May, 1869.....	2,244 53	602 06	
June, 1869.....	1,334 02	295 05	
July, 1869.....	1,561 34	249 67	
August, 1869.....	1,208 93	320 72	
September, 1869.....	1,363 84	217 43	
October, 1869.....	1,123 12	294 47	
Total.....	16,765 32	4,548 65	\$21,313 97

Summary of payments:

For construction and equipment	\$120,650 00
For dividends	12,065 00
For State tax on capital stock and tonnage	753 27
Total amount of surplus fund.....	Nothing.

The Philadelphia, Germantown and Norristown railroad company operate the Chestnut Hill railroad, under a lease for a term of years, and therefore many items of interest, perhaps, are omitted, but which we suppose their report will exhibit.

H. K. SMITH, *Secretary*.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
F. N. Buck.....	Philadelphia.
M. Haas.....	Philadelphia.
Wm. Miller.....	Philadelphia.
Jos. Patterson.....	Philadelphia.
H. M. Phillips.....	Philadelphia.
C. T. Platt.....	Philadelphia.
E. H. Weil.....	Philadelphia.
S. H. Austin.....	Philadelphia.
W. L. Schaffer.....	Philadelphia.
W. W. Colket.....	Philadelphia.
Daniel Yeakel.....	Philadelphia.
E. H. Trotter.....	Philadelphia.
C. Colket, President.....	1336 Spring Garden st., Philadelphia.
H. K. Smith, Sec'y, Trea. and Sup't....	Chestnut Hill, Philadelphia.

(No. 19.)

CLEVELAND AND PITTSBURG.

STATE OF OHIO, }
Cuyahoga County, } ss:

Personally appeared R. F. Smith, vice president, and G. A. Ingersoll, assistant treasurer, of the Cleveland and Pittsburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) R. F. SMITH, *Vice President.*

G. A. INGERSOLL, *Ass't Treasurer.*

Sworn and subscribed before me, this }
 30th day of December, 1869. }

GEO. F. BINGHAM, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law and amount of stock subscribed.....	\$6,300,475 00
Amount paid in as by last report.....	5,958,625 00
Total amount now paid in of capital stock	6,300,475 00
Funded debt, as per last report	4,197,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
* 2d mortgage bonds, (date of maturity, September 1, 1873,).....	\$929,000 00
3d mortgage bonds, (date of maturity, May 1, 1875,)	1,457,500 00
4th mortgage bonds, (date of maturity, January 1, 1892,)	1,096,000 00
Consolidated sinking fund mortgage, (date of maturity, November 1, 1900,)	401,000 00
	<hr/> 3,883,500 00
Floating debt, as by last report	None.

* 1st mortgage retired and cancelled; nothing outstanding.

The amount now of floating debt	None.
Total amount now of floating and funded debt ...	\$3,883,500 00
Rate per cent. per annum of interest on funded debt : 2d mortgage, 7 per cent.; 3d mortgage, 7 per cent.; 4th mortgage, 6 per cent.	
Date and rate per cent. per annum of dividend or dividends : January 9, April 13, July 20, October 20	8 per cent.
Number of shares of stock	126,009½
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective divi- dends were declared : \$5,958,775 ; \$5,959,175 ; 6,107,575 ; 6,300,325.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$8,329,324 18	\$8,450,515 31
Equipment	1,988,368 00	2,283,264 86
Total cost	<u>10,317,692 18</u>	<u>10,733,780 17</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Cleveland, O., to Rochester, Pa., and Bellaire, O	167 miles.
Length of main line of road in Pennsylvania	15 miles.
Length of road laid	167 miles.
Length of double track of road.....	2 miles.
Length of sidings : (road, 38 ; private, 11 ;).....	49 miles.
Gauge of road	4 feet 10 in.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company, and their length, viz : Bayard to New Philadelphia, O....	32 miles.
Roads worked or leased by the company, viz : 26 miles of the Pittsburg, Fort Wayne and Chicago railway, from Rochester to Pittsburg.	
Number of engine houses and shops.....	11
Number of engines	74

Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,000,).....	34
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,200,).....	20
Number of freight cars, rated as eight wheel cars, (average cost of each, \$800,).....	413
Number of coal cars, rated as eight wheel cars, average cost of each, \$700,)	1,109
Number of iron bridges, (total length in feet, 110,).....	1
Number of wooden bridges, (total length in feet, 5,224,).....	63
Number of stone bridges and arch culverts, (total length in feet, 1,447,)	One-half.
Number of railroads crossed	3
Number of stations on main road	53
Number of wood and water stations on main road,	24
Value of real estate held by the company, exclusive of road way.....	None.
Number of tunnels, (length of each, 1,010 feet,) ..	1
How is track laid, and on what foundation? T rail, cross-ties, gravel sub-structure.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	327,398
Number of miles run by freight trains.....	748,428
Number of miles run by other trains.....	589,315
Number of through passengers for the year on main road.....	47,046
Number of passengers (all classes) carried in cars..	567,455
Number of tons of 2,000 lbs. of through freight for the year on main road.	350,366
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,098 828
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20 miles.
Average rate of speed adopted by express trains, including stops.....	30 “

Average rate of speed adopted by freight trains, including stops.....	12 miles.
Weight of first class passenger engines.....	28 tons.
Weight of freight engines.....	31 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	46,683	June, 1869.....	47,889
December, 1868.....	47,520	July, 1869.....	50,467
January, 1869.....	39,806	August, 1869.....	52,516
February, 1869.....	38,392	September, 1869.....	54,515
March, 1869.....	47,103	October, 1869.....	52,376
April, 1869.....	45,754		
May, 1869.....	44,374	Total.....	567,455

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	None.	Agricultural products.....	46,502
Bituminous coal.....	511,435	Merchandise.....	115,283
Petroleum.....	17,480	Manufactures.....	32,720
Pig iron.....	46,601	Live stock.....	23,341
Railroad iron and other iron or castings.....	69,365	Lumber.....	31,024
Iron and other ores.....	165,226	Other articles.....	39,846
Lime and limestone.....	No data.	Total.....	1,098,828

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	2½ cents.
For first class way passengers.....	3½ "
Have no second or third class rates.	

The rate per ton (of 2,000 lbs.) per mile charged for freight:

For through freight.....	2 $\frac{6.5}{100}$ cents.
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2 $\frac{6.5}{100}$ cents per ton per mile is the average rate on our through and local freight. We do not keep our statistics in a manner to separate them as per your questions.

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build- ings.....	\$359,766 14
Taxes on real estate.....	None.
Total.....	359,766 14

Repairs of machinery:

Repairs of engines and tenders	\$133,859 10
Repairs of passenger and baggage cars	20,120 33
Repairs of freight cars	89,876 73
Repairs of tools and machinery in shops and incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	88,665 99
Total	<u>332,522 17</u>

Operating the road:

Office expenses, stationery, &c	\$24,592 61
Agents and clerks, labor—loading and unloading freight, and porters, watchmen and switch tenders,	188,806 41
Wood and water station attendance	18,839 34
Conductors, baggage masters and brakemen.....	114,516 95
Engineers and firemen	105,003 93
Fuel and cost of preparing for use.....	94,325 50
Oil and waste for engines and tenders, passenger, baggage and freight cars	30,509 18
Loss and damage of goods and baggage	3,907 74
Use of freight cars.....	16,574 09
Damage for injury of persons.....	2,588 72
Damage to property, including damage by fire and cattle killed on road.....	11,208 79
General superintendence	67,905 33
Contingencies	36,880 75
Total.....	<u>709,659 36</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From sale of bonds.....	<u>\$22,943 32</u>
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RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Miscella- neous.	Total.
November, 1868	\$47,247 95	\$136,627 82	\$5,548 71	\$1,035 60	\$190,460 08
December, 1868	48,395 65	114,783 03	5,818 71	960 94	169,988 33
January, 1869	40,624 03	110,714 75	5,698 71	827 96	157,865 45
February, 1869	39,078 35	92,200 47	5,398 71	700 36	137,377 89
March, 1869	48,809 07	119,537 63	5,848 71	832 60	175,028 01
April, 1869	48,244 78	132,756 84	5,698 71	1,027 62	187,727 95
May, 1869	48,122 54	142,252 49	5,698 71	1,041 48	197,115 22
June, 1869	49,627 07	173,652 86	6,782 71	982 98	231,045 62
July, 1869	53,829 75	170,621 43	6,974 71	1,103 32	232,529 21
August, 1869	56,754 78	169,562 09	6,782 71	738 82	233,838 40
September, 1869	61,201 12	159,732 62	6,782 71	1,664 14	229,380 59
October, 1869	56,997 35	175,394 10	7,758 06	1,163 97	241,313 48
Total	598,932 44	1,697,836 13	74,821 87	12,079 79	2,383,670 23

Summary of payments:

For construction and equipment	\$121,191 13
For maintaining and operating the road	1,401,947 67
For dividends and government tax on same	512,123 17
For interest	225,684 49
For miscellaneous	561,418 46
For surplus funds	171,498 84
For State tax on capital stock and tonnage: Ohio, \$54,542 07; Pennsylvania, \$3,292 18	57,834 25
For United States tax	15,581 81
Total	<u><u>3,066,279 82</u></u>

Total amount of surplus fund \$610,497 55

Cost of transportation:

Cost per passenger and per ton freight per mile, proximate average: Our statistics do not give us these figures.

What express companies run on your road and on what terms? American Merchants' Union up to June 1, 1869, at \$150 per day. Since June 1, 1869, United States, at \$60,000 per annum.

What transportation or freight companies run on your road, and on what terms? None.

ACCIDENTS.

	Killed.	Injured.
Passengers	1	1
Employees	2	13
Others	6	7
	—	—
Total	9	21
	==	==

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1868.

November 7. P. Flood, brakeman on freight train, fell from top of freight car at Hudson, O. Badly bruised.

November 15. C. J. Morrow, brakeman on yard train at Pittsburg, had one finger badly smashed while coupling cars.

November 16. P. G. Welle was struck by the engine of freight train, while attempting to cross the track with horses and wagon, near Newburg, O. Some ribs broken.

November 23. A boy named Chalfant, about twelve years of age, attempted to climb on a train of freight cars while in motion, at La Grange, O. He fell and had his leg crushed so badly that amputation was necessary.

November 2. Christian Stocke fell from freight train near Union depot, Cleveland, O. Leg crushed below the knee.

December 30. Bridget Reid, an old woman, was struck and run over by freight cars on side track at Newburg, O. Died in the course of an hour.

1869.

March 2. A boy named M'Nichols, sixteen or seventeen years of age, attempted to climb on a train of freight cars at Liverpool, O., while the train was in motion. He fell and had both feet crushed.

March 4. A. H. Warner, yard master, Penn street, Pittsburg, fell from yard train and broke his leg.

March 10. James Black, eleven years of age, was killed by jumping from the express train while running through Salineville, O.

April 19. Edward Reynolds, train boy on accommodation train, fell between two cars while crossing from one to the other, and was killed, near Macedonia, O.

April 20. Philip Nash was on the track, intoxicated, near Ravenna, O., and was run over by engine of freight train and killed.

April 28. A man, name unknown, and apparently insane, was struck by the engine of passenger train, near Manchester, Pa. Both legs broken.

April 29. Russell Peck fell from rear end of way car attached to a freight train, between Hudson and Earlville. Slightly injured, face and hands.

May 12. G. Showzier, bridge carpenter, in the employ of the company, jumped from passenger train, passing Wellsville shops. Broke his leg in such a manner that amputation was necessary.

May 1. Charles Loarch, cleaner, jumped from engine while in motion, at Manchester, Pa. Struck against engine house and was thrown back against the tender, breaking two of his ribs.

May 27. James Scott, conductor, foot injured while coupling train in Manchester, Pa., yards.

June 12. D. Gilmore, conductor, injured by being caught between two cars while coupling, in Newburg, O.

June 24. Daniel McCullough, brakeman, missed his footing in attempting to jump on an engine while in motion; his foot was caught under the tender wheel and crushed so that amputation was necessary. Cleveland, O.

July 2. Joseph Blackburn, brakeman, arm injured while coupling cars at Cleveland, O.

July 28. John M'Alpine, passenger, jumped or fell between two coaches of a passenger train while in motion, near Sewickley, Pa., and was killed.

July 29. ——— Stockinger, brakeman, yard train, Cleveland, O., arm injured while coupling cars.

July 31. Patrick Gavin, walking on track near Manchester, Pa., struck by engine of passenger train and thrown from track. Slightly injured.

August 6. Annie Pyar, aged nine years, was run over by engine of freight train, in Allegheny, Pa. Leg crushed in such a manner as to render amputation necessary.

August 7. Andrew Miller jumped from a passenger train while in motion, at East Liverpool, O., and was killed.

August 11. Thomas Vaughan, aged twelve years, was found dead near the track, in Manchester yards. Supposed to have been run over by a night train.

August 26. L. Ohliger, brakeman, fell from freight car at Bayard, O., and broke elbow.

September 12. Alexander Lawson, walking on track, struck by engine of special train, at Manchester, Pa, and killed.

September 16. H. Dalzell, brakeman, fell from freight car in Penn street yard, Pittsburg, Pa. Somewhat bruised; no bones broken.

September 17. Thomas Burton, employee of Pittsburg, Fort Wayne and Chicago railway company, fell from baggage car while in motion, at Osborn station. Severely but not dangerously injured.

October 6. John Elliott, brakeman, killed in yard at Cleveland, O., while coupling freight cars.

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
J. N. McCullough.....	Wellsville, Ohio.
P. F. Geisse.....	Wellsville, Ohio.
Jay Gould.....	New York.
James Fisk, Jr.	New York.
A. S. Diven.....	New York.
S. J. Tilden.....	New York.
Jas. F. Clark.....	Cleveland, Ohio.
J. H. Devereux.....	Cleveland, Ohio.
B. F. Jones.....	Pittsburg, Pa.
Geo. W. Cass.....	Pittsburg, Pa.
L. D. Rucker.....	Meadville, Pa.
C. H. Andrews.....	Youngstown, Ohio.
J. N. McCullough, President.....	Cleveland, Ohio.
Geo. A. Ingersoll, Secretary and Ass't Treas.....	Cleveland, Ohio.
Wm. Stewart, Superintendent.....	Pittsburg, Pa.

(No. 20.)

COLEBROOKDALE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Joseph L. Bailey, president, and Richard Coe, treasurer, of the Colebrookdale railroad company, and in due form of law made affirmation, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOSEPH L. BAILEY, *President.*

RICHARD COE, *Treasurer.*

Affirmed and subscribed before me, }
 this 19th day of November, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, (with power to increase to \$500,000.)	\$50,000 00
Amount of stock subscribed	50,000 00
Amount paid in as by last report	11,105 00
Total amount now paid in of capital stock	45,185 00
Funded debt, as per last report	59,300 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, June 1st, 1869,)	262,800 00
2d mortgage bonds	None.
3d mortgage bonds	None.
Floating debt, as by last report	900 73
The amount now of floating debt	228,176 88
Total amount now of floating and funded debt...	490,976 88
Rate per cent. per annum of interest on funded debt: 1st mortgage	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	1,000

Par value of each share	\$50 00
Amount paid in on each share, (average,)	45 00
Amount of capital on which the respective dividends were declared	<u>None declar'd.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost	<u>\$54,601 54</u>	<u>\$516,099 55</u>

Equipment furnished by P. and R. R. R. Co.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pottstown to mouth of Housensack creek	18 $\frac{8}{10}$ miles.
Length of main line of road in Pennsylvania	18 $\frac{8}{10}$ "
Length of road laid	12 $\frac{8}{10}$ "
Length of double track of road	None.
Length of sidings	1 $\frac{2}{10}$ miles.
Gauge of road	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	56 pounds.
Branch roads owned by the company, and their length	None.
Number of wooden truss bridges	2
Number of road and farm bridges	26
Number of railroads crossed	None.
Number of stations on main road	8
Number of water stations on main road	2
Value of real estate held by the company, exclusive of road way	\$10,082 10
Number of tunnels	None.
How is track laid and on what foundation? Wood-en cross-ties and gravel ballast.	

The road is worked by the Philadelphia and Reading railroad company, and these items are included in their returns.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$34,080 00
Sale of bonds.....	203,500 00
Other sources	192,463 40
Total.....	<u>430,043 40</u>

Summary of payments :

For construction and equipment	\$461,498 01
For interest.....	4,667 00
For miscellaneous, contingent expenses, county taxes, &c	4,714 77
For State tax on capital stock and tonnage.....	106 25
For United States tax.....	435 82
Total.....	<u>471,421 85</u>
Total amount of surplus fund.....	<u>\$11,616 89</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John S. Hilles.....	Philadelphia.
David J. Brown.....	Philadelphia.
J. Lourie Bell.....	Philadelphia.
W. A. Church.....	Philadelphia.
P. Y. Brendlinger.....	New Berlin, Berks county, Pa
Jno. C. Smith.....	Pottstown, Pa.
Joseph L. Bailey, President.....	Douglassville, Berks county, Pa.
David J. Brown, Secretary	Philadelphia.
Richard Coe, Treasurer.....	Philadelphia.

(No. 21.)

COLUMBIA AND PORT DEPOSIT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. Edgar Thomson, president, and Joseph Lesley, treasurer, of the Columbia and Port Deposit railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President.*
 JOS. LESLEY, *Treasurer.*

Sworn and subscribed before me, this }
 — day of November, 18—. }

R. D. BARCLAY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	\$220,000 00
Amount paid in as by last report	203,172 11
Total amount now paid in of capital stock	203,172 11
Funded and floating debt, as per last report	83,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, August 1, 1892,)	100,000 00
Floating debt, as by last report	83,000 00
The amount now of floating debt	1,460 57
Total amount now of floating and funded debt	101,460 57
Rate per cent. per annum of interest on funded debt:	
1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends	
	None.
Number of shares of stock	4,029
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared	<u>No dividends.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, (about,)	<u>\$150,000 00</u>	<u>\$304,632 68</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Columbia, Pa., to Port Deposit, Md	39 $\frac{1}{10}$ miles.
Length of main line of road in Pennsylvania	28 $\frac{3}{10}$ "
Length of road laid: (in Pennsylvania, 1,600 feet, equal to $\frac{3}{10}$ mile; in Maryland, 4 $\frac{7}{10}$ miles;) sin- gle track	4 $\frac{8}{10}$ "
Length of sidings	$\frac{8}{10}$ "
Gauge of road	4 ft. 9 in.
Weight of rail per yard on main track.....	56 and 64 lbs.
Number of wooden bridges, (total length in feet, 35,)	1
Number of stations on main road.....	1
How is track laid and on what foundation? Fish joints and Phoenix chairs; stone ballast.	

The part of the road finished is leased to the Philadelphia, Wil-
mington and Baltimore railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
J. D. Cameron.....	Harrisburg, Pa.
Philip Gossler.....	Columbia, Pa.
Maris Hoopes.....	Colemanville, Pa.
Wm. J. Howard.....	Philadelphia.
C. S. Kauffman.....	Columbia, Pa.
H. J. Lombaert.....	Philadelphia.
Wistar Morris.....	Philadelphia.
Jos. B. Myers.....	Philadelphia.
Thos. A. Scott.....	Philadelphia.
Edmund Smith.....	Philadelphia.
Jacob Tome.....	Port Deposit, Md.
J. Edgar Thomson, President.....	Philadelphia.
Geo. F. Brenneman, Secretary	Lancaster.
Joseph Lesley, Treasurer	Philadelphia.
Geo. B. Roberts, Chief Engineer.....	Philadelphia.

(No. 22.)
CONNECTING.

STATE OF PENNSYLVANIA, }
City of Philadelphia, } ss:

Personally appeared J. Edgar Thomson, president, and Edmund Smith, treasurer, of the Connecting railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President.*

EDMUND SMITH, *Treasurer.*

Sworn and subscribed before me, this }
19th day of November, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,800,000 00
Amount of stock subscribed.....	1,278,300 00
Amount paid in as by last report.....	100,000 00
Total amount now paid in of capital stock	1,278,300 00
Funded debt, as per last report.....	1,000,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	

1st mortgage bonds, date of maturity—

Series A, September 15, 1900.. \$200,000 00

Series B, September 15, 1901 .. 200,000 00

Series C, September 15, 1902 .. 200,000 00

Series D, September 15, 1903.. 200,000 00

Series E, September 15, 1904 .. 200,000 00

1,000,000 00

Floating debt, as by last report

1,178,300 00

The amount now of floating debt.....

None.

Total amount now of floating and funded debt ...

1,000,000 00

Rate per cent. per annum of interest on funded debt: 1st mortgage

6 per cent.

Date and rate per cent. per annum of dividend or dividends: three per cent. (3) for six months ending June 30, 1869.

Number of shares of stock.....	25,566
Par value of each share.....	\$50 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	<u>1,278,300 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$2,178,300 00</u>	<u>\$2,278,300 00</u>

The road is leased and operated by the Philadelphia and Trenton railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from eastern connection with Pennsylvania railroad to connection with Philadelphia and Trenton railroad.....	$6\frac{781}{1000}$ miles.
Length of main line of road in Pennsylvania.....	$6\frac{781}{1000}$ "
Length of road laid.....	$6\frac{781}{1000}$ "
Length of double track of road.....	$6\frac{781}{1000}$ "
Length of sidings.....	$2\frac{753}{1000}$ "
Gauge of road.....	4 ft. 9 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	67 pounds.
Number of iron bridges, (total length in feet, 789,)	7
Number of stone bridges, (total length in feet, 215,)	2
Number of railroads crossed: 6 steam, 3 horse.	
Value of real estate held by the company, exclusive of road way.....	\$215,000 00
How is track laid, and on what foundation? Thomson splice; gravel ballast.	

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wistar Morris.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
Joseph B. Myers.....	Philadelphia, Pa.
Herman J. Lombaert.....	Philadelphia, Pa.
Washington Butcher.....	Philadelphia, Pa.
J. Edgar Thomson, President.....	Philadelphia, Pa.
Edmund Smith, Secretary and Treasurer.....	Philadelphia, Pa.

(No. 23.)
CONNECTING.

[As the same is worked by the Philadelphia and Trenton R. R. Co.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared F. Wolcott Jackson, general superintendent, and J. Parker Norris, treasurer, of the Philadelphia and Trenton railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) F. WOLCOTT JACKSON, *Gen. Sup't.*
J. PARKER NORRIS, *Treasurer.*

Sworn and subscribed before me, this }
15th day of January, 1870. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

The answers to these questions will be found in report of Connecting railway company, to which reference is made.

COST OF ROAD AND EQUIPMENT.

Answered by the Connecting railway company. Hired.

CHARACTERISTICS OF ROAD.

Answered by the Connecting railway company.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains: Cannot say, as the equipment is hired.

Number of miles run by freight trains: Cannot say, as only tolls are paid.

Number of miles run by coal trains: Cannot say, as only tolls are paid.

Number of through passengers for the year on main road, (included in passenger return of Philadelphia and Trenton railroad company,)

551,422 2

Number of passengers (all classes) carried in cars, (included in passenger return of Philadelphia and Trenton railroad company,).....	552,452.2
Number of tons of 2,000 lbs. of through freight for the year on main road, (included in tonnage re- turn of Philadelphia and Trenton railroad com- pany,).....	303,739
Gross amount of tonnage for the year, (2,000 lbs. per ton,) (included in tonnage return of Phila- delphia and Trenton railroad company,)	348,025
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	20 to 25
Average rate of speed adopted by express trains, including stops.....	20 to 25
Average rate of speed adopted by freight trains, including stops	8 to 15
Weight of first class passenger engines: Cannot say, as the equipment is hired.	
Weight of freight engines: Cannot say, as the equipment is hired.	

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	44,171	June, 1869	47,166
December, 1868.....	39,314.2	July, 1869	46,715
January, 1869.....	39,978	August, 1869....	44,418
February, 1869	40,784	September, 1869.....	57,562.2
March, 1869.....	38,885.2	October, 1869	53,139
April, 1869.....	51,575		
May, 1869.....	48,944	Total.....	552,452.2

The amount of freight, specifying the quantity in tons :

Cannot answer, as tolls only are paid.

*The rate of fare for passengers charged for the respective classes per
mile, as follows :*

For first class through passengers	3 cents.
For first class way passengers	3 "
For second class through passengers.....	2 "
For second class way passengers	None.

The rate per ton (of 2,000 lbs.) per mile charged for freight:

Cannot answer, as tolls only are paid.

EXPENSES.

Maintaining the road or real estate of the corporation:

Included in maintaining and operating road.

Repairs of machinery:

None—equipment being hired.

Operating the road:

Included in maintaining and operating road.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

Reference is made to return of Connecting railway company.

RECEIPTS.

Months.	Passeng'rs.	Freight.	Miscellaneous.	Total.
November, 1868.....	\$6,711 98	\$1,262 73	.....	\$7,974 71
December, 1868.....	5,971 21	1,419 32	.....	7,390 53
January, 1869.....	6,665 96	1,566 81	.....	8,232 77
February, 1869.....	6,506 96	1,594 91	.....	8,101 87
March, 1869.....	6,408 40	3,273 14	.....	9,681 54
April, 1869.....	7,927 32	2,047 95	.....	9,975 27
May, 1869.....	7,725 01	2,149 52	.....	9,874 53
June, 1869.....	6,130 41	2,036 83	.....	8,167 24
July, 1869.....	5,862 92	.....	.....	5,862 92
August, 1869.....	7,209 68	1,792 10	.....	9,001 78
September, 1869.....	6,415 38	1,236 71	.....	7,652 09
October, 1869.....	7,495 84	2,077 20	\$226 00	9,799 04
Total.....	81,031 07	20,457 22	226 00	101,714 29

Summary of payments:

For construction and equipment	\$46,933 44
For maintaining and operating the road	99,383 86
For dividends, interest, miscellaneous, surplus funds, State tax on capital stock and tonnage, United States tax: Reference is made to return of Connecting railway company.	

Total.....	<u>146,317 30</u>
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What transportation or freight companies run on your road, and on what terms? The Camden and Amboy railroad and transportation company, paying tolls.

ACCIDENTS.

Included in accident report of the Philadelphia railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Answered by the Connecting railway company.

(No. 24.)

CUMBERLAND VALLEY.

STATE OF PENNSYLVANIA, }
 Cumberland County, } ss:

Personally appeared Frederick Watts, Esq., president, and Edw'd M. Biddle, treasurer, of the Cumberland Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FREDERICK WATTS, *President*.

E. M. BIDDLE, *Treasurer*.

Sworn and subscribed before me, this }
 30th day of November, 1869. }

J. M. ALLEN, N. P.

STOCK AND DEBT.

Capital stock as authorized by law	\$2,110,000 00
Amount paid in as by last report.....	1,316,900 00
Total amount now paid in of capital stock.....	1,316,900 00
Funded debt, as per last report	352,400 00

The amount now of funded debt, (classified and date of maturity,) as follows:

1st mortgage bonds, (date of maturity, April 1, 1904,)	\$161,000 00
2d mortgage bonds, (date of maturity, April 1, 1908,).....	109,500 00
6 per cent. common bonds, (date of maturity, January 1, 1884,).....	81,800 00
	<hr/>
	352,300 00

Eloating debt, as by last report None.

The amount now of floating debt..... None.

Total amount now of floating and funded debt ... 352,300 00

Rate per cent. per annum of interest on funded debt: 1st mortgage, 8; 2d mortgage, 8; common bond, 6 per cent.

Date and rate per cent. per annum of dividend or dividends: 1st October and 1st April, 8 per cent. per annum.

Number of shares of stock.....	26,209
Par value of each share.....	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared: 1st April, \$1,245,550 00; 1st October, \$1,310,395 00.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$1,468,237 05	\$1,492,204 82

CHARACTERISTICS OF ROAD.

Length of main line of road, from Hagerstown to Bridgeport, 73 miles, and five (5) miles allowed by law for bridge from Bridgeport to Harrisburg,	68 miles.
Length of road laid.....	74 "
Length of double track of road	None.
Length of sidings	11 miles.
Gauge of road, (4 feet 8½ inches, being altered to 4 feet 9 inches,)	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	5
Number of engines	16
Number of first class passenger cars, rated as eight wheel, (average cost of each, cannot tell,).....	14
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, cannot tell,)	6
Number of freight cars, rated as eight wheel cars, (average cost of each, \$650,)	232
Number of iron bridges, (total length in feet, 864,)	3
Wrought iron girder bridges over road ways, water courses, &c., (total length in feet, 300,).....	17
Number of wooden bridges, (total length in feet, 4,089,).....	1

RAILROAD REPORT.

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Number of stone bridges, (total length in feet, 93,)	2
Number of railroads crossed.....	1
Number of stations on main road: 8 regular or ticket stations and 14 way or flag stations.	
Number of wood and water stations on main road,	6
Value of real estate held by the company, exclusive of road way	\$110,000 00
Number of tunnels	None.
How is track laid, and on what foundation? On stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	133,530
Number of miles run by freight trains	93,046
Number of passengers (all classes) carried in cars,	308,213
Number of tons of 2,000 lbs. of through freight for the year on main road	18,785
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	244,532
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)...	22
Average rate of speed adopted by express trains, including stops.....	22
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines: 34,000 and 36,000 pounds.	
Weight of freight engines.....	50,000 lbs.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

October, 1868	29,837	May, 1869.....	24,351½
November, 1868.....	23,120½	June, 1869.....	23,743½
December, 1868.....	21,464½	July, 1869.....	27,529½
January, 1869.....	22,772½	August, 1869.....	44,012
February, 1869	18,947½	September, 1869.....	25,318
March, 1869.....	23,519		
April, 1869.....	23,597½	Total	308,213

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal ..	72, 511	Manufactures.....	15, 615
Petroleum and other oils	282	Live stock.....	13, 146
Pig iron, railroad and other iron,	16, 699	Lumber.....	18, 711
Iron and other ores.....	12, 811	Other articles.....	21, 173
Lime, limestone and sand stone...	3, 142		
Agricultural products.....	34, 949	Total	<u>244, 532</u>
Merchandize	35, 493		

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers, about.....	3 cents.
For first class way passengers, about	3 "
For second class through passengers: Have none.	

EXPENSES.

Motive power account:

Fuel for engines, oil and waste, engineers and firemen, repairs of shops, repairs and furniture of locomotive engines, switchmen, repairs of tools and machinery, repairs of and expenses of water stations, and materials for use in shops	\$77,028 75
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Maintenance of cars account:

Repairs of car houses, freight and baggage, and passenger cars	12,543 80
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Maintenance of way account:

Repairs of bridges, culverts, track, foreman's houses, road and hand cars, switches, frogs, telegraph tools, watchmen, bridges, cross-ties and incidentals	90,371 46
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Conducting transportation:

Advertising, agents, baggage masters and brakemen, cleaning and inspecting cars, car furniture and fixtures, conductors, dispatchers and flagmen, drawbacks, overcharges and car service, fuel for cars, damages, law expenses and gratuities, labor, loading and unloading freight, light for cars, light for offices, mail expenses, repairs of stations, and rent and furniture, State and national taxes, and incidentals.....	93,451 07
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Construction and equipment account:

Buildings of all kinds, bridges, new sidings, freight, passengers and baggage, road and hand cars, locomotives, machinery for shops, ballasting road, and real estate purchased	\$62,318 62
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General expense account:

Advertising, printing, clerks, management, office expenses, stationery and blanks, salaries of president, treasurer and superintendent	11,362 94
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Total	347,076 64
Construction of Potomac extension	23,967 77
	<u>371,044 41</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	<u>\$200,395 00</u>
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RECEIPTS.

Months.	Passengers.	Freight and express.	Mail.	Total.
October, 1868	\$21,462 35	\$28,235 18	\$525 00	\$50,222 53
November, 1868	15,094 31	24,915 92	525 00	40,535 23
December, 1868	14,009 16	25,239 90	525 00	39,774 06
January, 1869	14,028 96	27,340 14	525 00	41,894 10
February, 1869	11,926 66	29,693 15	525 00	42,147 81
March, 1869	14,592 60	30,237 93	525 00	45,355 53
April, 1869	15,107 34	28,814 95	525 00	43,947 29
May, 1869	16,134 35	25,897 01	525 00	42,556 36
June, 1869	15,395 01	23,417 68	525 00	39,337 69
July, 1869	15,801 21	19,302 85	525 00	35,629 06
August, 1869	21,015 07	33,937 48	525 00	55,477 55
September, 1869	17,264 74	29,518 66	332 24	47,115 64
Total	191,831 76	326,053 85	6,107 24	523,992 85

Summary of payments:

For construction and equipment	\$23,967 77
For maintaining and operating the road	347,076 64
For dividends	94,438 53
For interest	27,557 10
For miscellaneous	394,990 00

For State tax on capital stock and tonnage.....	\$11,200 26
For United States tax.....	21,237 03
Total amount of surplus fund.....	<u>136,048 79</u>

Cost of transportation:

Cost per passenger per mile, proximate average, cost per ton freight per mile, proximate average: No account kept of these items.

What express companies run on your road, and on what terms? Adam express, at a charge of \$4,785 42 for last year.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Frederick Watts	Carlisle, Pa.
Thos. A. Biddle.....	Philadelphia, Pa.
Thos. A. Scott.....	Philadelphia, Pa.
Washington Butcher.....	Philadelphia, Pa.
Wistar Morris	Philadelphia, Pa.
Josiah Bacon	Philadelphia, Pa.
H. J. Lombaert.....	Philadelphia, Pa.
Daniel O. Gehr.....	Chambersburg, Pa.
Thos. B. Kennedy.....	Chambersburg, Pa.
Edmund Smith.....	Philadelphia, Pa.
J. Edgar Thomson.....	Philadelphia, Pa.
Frederick Watts, President	Carlisle, Pa.
E. M. Biddle, Secretary and Treasurer.....	Carlisle, Pa.
O. N. Lull, Superintendent.....	Chambersburg, Pa.

(No. 25.)

DANVILLE, HAZLETON AND WILKESBARRE.

STATE OF PENNSYLVANIA, }
 Northumberland County, } ss:

Personally appeared Thomas Wood, president, and S. P. Wolverton, treasurer, of the Danville, Hazleton and Wilkesbarre railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) THOMAS WOODS, *President.*
 S. P. WOLVERTON, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of January, 1870. }

JAMES BEARD, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$600,000 00
Amount of stock subscribed, (8,803 shares,)	440,150 00
Total amount now paid in of capital stock	413,150 00
The amount now of funded debt: 1st mortgage bonds	510,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Number of shares of stock	12,000
Par value of each share	\$50 00
Amount paid in on each share : On 8,200 shares all paid, and on 600 shares \$5 10 each share.	

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$313,910 00
Equipment	15,600 00
Total cost	329,510 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Sunbury to Hazleton	51 miles.
Length of main line of road in Pennsylvania.....	51 miles.
Length of road laid.....	14 miles.
Length of sidings	1 mile.
Gauge of road	4 feet 8½ in.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of engines	2
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$5,000,)	2
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$2,800,)	1
Number of freight cars, rated as eight wheel cars, (average cost of each, \$650,).....	2
Number of coal cars, rated as eight wheel cars, (average cost of each, \$150,)	10
Number of wooden bridges, (total length in feet, 1,400,).....	10
Number of railroads crossed	1
Number of stations on main road, (as far as in operation,)	8
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road way, (estimated by superintendent,)	\$300,000 00
Number of tunnels	None.
How is track laid and on what foundation? Ground, gravel and ballast.	

Under construction, not open for business.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$413,000 00
From sale of bonds.....	316,510 00
Total.....	<u>729,510 00</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Robert B. Sterling.....	110 South Third st., Philadelphia.
A. F. Russel.....	Danville, Pa.
S. P. Kase	Danville, Pa.
H. W. M'Reynolds.....	Buckhorn, Columbia co., Pa.
Benj. Hendricks.....	Sunbury, Pa.
George Hill	Sunbury, Pa.
S. P. Wolverton.....	Sunbury, Pa.
Thomas Woods, President.....	110 South Third st., Philadelphia.
George Hill, Secretary.....	Sunbury, Pa.
S. P. Wolverton, Treasurer.....	Sunbury, Pa.
S. P. Kase, Superintendent.....	Danville, Pa.

(No. 26.)

DELAWARE AND HUDSON CANAL.

STATE OF NEW YORK, }
New York County, } ss:

Personally appeared Thomas Dickson, president, and Charles P. Hartt, treasurer, of the Delaware and Hudson canal company's railroad, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) THOS. DICKSON, *President.*

CHARLES P. HARTT, *Treasurer.*

Sworn and subscribed before me, this }
 21st day of December, 1869. }

D. A. BOKEE, *Commissioner.*

STOCK AND DEBT.

None of these items specially applicable to the railroad account, but applied generally to the canal and railroad accounts.

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$2,304,261 28
Equipment.....	634,540 52
Total cost.....	<u>2,938,801 80</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Scranton to Honesdale	32 miles.
Length of main line of road in Pennsylvania.....	32 "
Length of road laid, including light and loaded track	72 "
Length of double track of road	26 "
Length of sidings, about	26 "
Gauge of road.....	4 ft. 3 inches.

Weight of rail per yard on main track.....	40 and 56 lbs.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company, viz: Baltimore coal and Union railroad company's road, from Green Ridge to Union Junction.....	17 miles.
Number of engine houses and shops: Two engine houses and three shops.	
Number of engines: Eleven locomotives and thirty stationary.	
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$1,500)	8
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,000,)	2
Number of freight cars, rated as eight wheel cars, (average cost of each, \$400,).....	180
Number of coal cars, rated as eight wheel cars, (average cost of each, \$225,).....	3,350
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 920,)	16
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	8
Number of wood and water stations on main road,	3
Number of tunnels.....	None.
How is track laid, and on what foundation? Earth and gravel foundation.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	21,216
Number of miles run by freight trains	19,220
Number of miles run by coal trains: Our coal cars are run upon inclined planes, and not in trains.	
Tonnage moved an average distance of 28 miles.	
Number of through passengers for the year on main road.....	21,055
Number of passengers (all classes) carried in cars,	71,505
7 RAILROAD REP.	

Number of tons of 2,000 lbs. of through freight for the year on main road	14,938
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,348,239
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	16
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines	28 tons.
Weight of freight engines.....	23 to 34 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	5,481	June, 1869.....	6,058
December, 1868.....	5,786	July, 1869.....	6,857
January, 1869.....	4,901	August, 1869.....	6,264
February, 1869.....	5,013	September, 1869.....	7,036
March, 1869.....	6,397	October, 1869.....	5,433
April, 1869.....	5,809		
May, 1869.....	6,470	Total.....	71,505

The amount of freight, specifying the quantity in tons:

Anthracite coal, (partly estimated,).....	1,333,301	Lumber.....	1,728
Bituminous coal.....	None.	Total.....	1,348,239
Merchandise.....	13,210		

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers	3½ cents.
For first class way passengers.....	3½ "

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight.....	3 cents.
For through coal	2 "
For local freight.....	4 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build- ings.....	\$138,912 51
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Repairs of machinery :

Repairs of engines and tenders, machinery and wire ropes.....	\$120,803 71
Repairs of passenger, baggage and freight cars...	<u>125,982 93</u>

Operating the road :

Office expenses, stationery, &c., agents and clerks, labor, (loading and unloading freight,) porters, watchmen and switch tenders, wood and water station attendance, conductors, baggage masters, brakemen, engineers and firemen.....	\$257,263 05
Fuel, and cost of preparing for use.....	51,040 49
Oil and waste for engines and tenders, passenger, baggage and freight cars	<u>10,015 33</u>

RECEIPTS.

Months.	Passengers.	Freight.
November, 1868.....	\$2,769 84	\$4,095 07
December, 1868.....	2,660 94	2,237 64
January, 1869.....	2,180 38	2,318 33
February, 1869.....	2,243 06	2,015 23
March, 1869.....	2,929 84	2,078 72
April, 1869.....	2,533 45	2,583 98
May, 1869.....	3,074 71	2,197 78
June, 1869.....	2,725 90	1,507 50
July, 1869.....	3,160 43	1,622 38
August, 1869.....	3,029 92	1,707 20
September, 1869.....	3,294 51	2,665 46
October, 1869.....	2,414 08	2,423 12
Total.....	33,017 06	27,452 41

Summary of payments :

None of the items specially applicable to the railroad account, but applied generally to the canal and railroad account of the company.

Cost of transportation :

What express companies run on your road, and on what terms ?
 Hope express company.

What transportation or freight companies run on your road, and on what terms ? None.

ACCIDENTS.

	Killed.	Injured.
Employees	1	2
Others	3	2
	<hr/>	<hr/>
	4	4
	<hr/>	<hr/>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

R. Turner, footman, run over at foot No. 2, January 12. Died January 14.

Boat boy, name unknown, run over on Honesdale plane, April 5. Killed.

R. Pierce, brakesman, run over at Honesdale plane, April 10. Both arms broken.

E. Welch, miner, run over, April 15. One leg broke.

Walter Loftus, water boy, run over on No. 24 plane, April 16. Lost one leg.

—— Bowers, boy, run over, playing on No. 1 plane, April 29. Lost one leg.

W. Carter, boy, run over, playing at No. 3, May 7. Killed.

M. Kearney, miner, run over at Middle Branch, Oct. 22. Killed.

NAMES AND RESIDENCE OF OFFICERS.

See canal report for the information under this head.

R. Manville, superintendent of the road, Carbondale, Pa.

(No. 27.)

DELAWARE, LACKAWANNA AND WESTERN.

STATE OF NEW YORK, }
 City and County of New York, } ss:

Personally appeared Samuel Sloan, president, and A. J. Odell, treasurer, of the Delaware, Lackawanna and Western railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief, the earnings and expenditures for October being necessarily partially estimated.

(Signed) SAM. SLOAN, *President.*
 A. J. ODELL, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of January, 1870. }

T. B. RAYNOLDS, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law: Sufficient to complete road, &c., as originally intended.

Amount paid in as by last report..... \$14,100,600 00

Total amount now paid in of capital stock..... 14,100,600 00

Funded debt, as per last report..... 3,683,000 00

The amount now of funded debt, (classified and date of maturity,) as follows:

1st mortgage bonds, (date of maturity, 1871,) \$564,000 00

1st mortgage bonds, (date of maturity, 1875,) 1,111,000 00

2d mortgage bonds, (date of maturity, 1881,) 1,633,000 00

3,308,000 00

Floating debt, as by last report 1,008,161 95

The amount now of floating debt, (October, partly estimated,) 2,190,000 00

Total amount now of floating and funded debt.. 5,498,000 00

Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.

Date and rate per cent. per annum of dividend or dividends: January 20, 1869, 5 per cent.; July 20, 1869, 5 per cent.

Number of shares of stock	282,012 .
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared, (in both cases,)	<u>14,100,600 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, (October, partly estimated,)	\$11,021,258 62	\$11,250,000 00
Equipment, (October, partly estimated,)	2,967,617 35	3,250,000 00
Total cost.....	<u>13,988,875 97</u>	<u>14,500,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Great Bend to Delaware river	113 miles.
Length of main line of road in Pennsylvania.....	113 “
Length of road laid.....	113 “
Length of double track of road	60 “
Length of sidings.....	42 “
Gauge of road.....	6 feet.
Weight of rail per yard on main track.....	65 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company, viz: None in the State.	
Number of engine houses and shops: 4 engine houses and 4 shops.	
Number of engines	103

Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,500,).....	19
Number of baggage, mail and express ears, rated as eight wheel cars, (average cost of each, \$1,600,).....	9
Number of freight cars, rated as eight wheel cars, (average cost of each, \$700,).....	824
Number of coal cars, rated as four wheel cars, (average cost of each, \$250,).....	6,662
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 2,960,).....	13
Number of stone bridges, (total length in feet, 280,).....	5
Number of railroads crossed	1
Number of stations on main road	21
Number of wood and water stations on main road: 12 wood, 16 water.	
Value of real estate held by the company, exclusive of road way.....	Cannot say.
Number of tunnels, (length of each, 2,280 feet, 560 feet, 700 feet,).....	3
How is track laid and on what foundation? 100 miles ballasted, remainder on natural earth.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	155,103
Number of miles run by freight trains	280,207
Number of miles run by coal trains.....	1,384,943
Number of through passengers for the year on main road.....	3,134
Number of passengers (all classes) carried in cars,.....	189,988
Number of tons of 2,000 lbs. of through freight for the year on main road.....	13,097
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,993,946
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops	25 miles.

Average rate of speed adopted by freight trains, including stops	8 miles.
Weight of first class passenger engines	70,000 lbs.
Weight of freight engines	<u>78,000 lbs.</u>

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868	14,554	June, 1869	16,928
December, 1868	11,849	July, 1869	21,335
January, 1869	11,497	August, 1869	23,143
February, 1869	11,495	September, 1869	18,738
March, 1869	14,644	October, 1869	15,556
April, 1869	15,830		
May, 1869	14,419	Total	<u>189,988</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal	1,592,414	Agricultural products	34,510
Bituminous coal	1,648	Merchandise	26,633
Petroleum	81	Manufactures	14,015
Pig iron	8,628	Live stock	6,360
Railroad iron	44,062	Lumber	97,934
Other iron or castings	6,309	Other articles	21,414
Iron and other ores	99,854		
Lime and limestone	40,084	Total	<u>1,993,946</u>

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers, (and tax,)	3 cents.
For first class way passengers, (and tax,)	3½ "
For second class through passengers	None.
For second class way passengers	<u>None.</u>

The rate per ton (of 2,000 pounds) per mile charged for freight :

Rates vary from time to time as circumstances require.

EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings	\$427,827 71	\$35,652 31	\$392,175 40
Taxes on real estate	10,000 00	833 33	9,166 67
Total	437,827 71	36,485 64	401,342 07
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$207,870 90	\$21,716 47	\$186,154 43
Repairs of passenger and baggage cars	25,369 99	25,369 99	.....
Repairs of freight cars	314,903 85	.....	314,903 85
Repairs of tools and machinery in shops: Included in above.	.....	.....	.....
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.	13,800 00	2,951 10	10,848 90
Total	561,944 74	50,037 56	511,907 18
OPERATING THE ROAD.			
Office expenses, stationery, &c.	\$8,847 45	\$737 37	\$8,110 08
Agents and clerks	20,642 25	1,720 18	18,922 07
Labor—loading and unloading freight	7,752 58	.....	7,752 58
Porters, watchmen and switch tenders	11,497 10	958 92	10,538 18
Wood and water station attendance	6,668 76	555 73	6,113 03
Conductors, baggage masters and brakemen	116,431 80	9,702 65	106,729 15
Engineers and firemen	122,843 01	10,236 90	112,603 11
Fuel and cost of preparing for use	238,163 08	19,846 91	118,316 17
Oil and waste for engines and tenders, passenger, baggage and freight cars ..	74,564 27	6,213 69	68,350 58
Loss and damage of goods and baggage	10,151 14	845 92	9,305 22
Use of freight cars	1,830 51	152 54	1,677 97
Damage for injury of persons	1,293 37	1,293 37	.....
Damage to property, including damage by fire and cattle killed on road	2,343 00	.....	2,343 00
General superintendence	3,958 33	329 96	3,628 37
Contingencies	5,559 71	463 31	5,096 40
Total	1,632,318 81	139,580 65	1,492,738 16

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders, sale of bonds and other sources, Nothing.

RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Miscella- neous.	Total.
November, 1868.....	\$15,018 69	\$231,026 11	\$2,845 31	\$467 99	\$249,358 10
December, 1868.....	12,469 42	211,185 76	3,016 08	463 87	227,135 13
January, 1869.....	10,943 88	213,329 37	2,930 69	516 48	227,720 42
February, 1869.....	10,377 84	210,649 23	710 69	473 21	222,210 97
March, 1869.....	13,125 34	234,658 92	1,778 01	487 58	250,049 85
April, 1869.....	15,599 41	247,127 22	1,820 69	494 33	265,041 65
May, 1869.....	15,192 22	187,090 76	1,820 69	531 29	204,634 96
June, 1869.....	17,554 33	59,022 98	710 69	465 74	77,753 74
July, 1869.....	20,906 41	67,523 61	710 69	449 82	89,590 53
August, 1869.....	22,812 43	75,830 58	710 68	460 52	99,814 21
September, 1869.....	20,918 39	215,739 68	710 69	464 91	237,833 67
October, 1869.....	17,054 52	247,931 06	710 68	484 82	266,181 08
Total.....	191,972 88	2,201,115 28	18,475 59	5,760 56	2,417,324 31

Summary of payments :

For construction and equipment.....	\$511,124 03
For maintaining and operating the road	1,632,318 81
For dividends.....	1,410,060 00
For interest.....	231,560 00
For miscellaneous	25,000 00
For surplus funds	None.
For State tax on capital stock and tonnage.....	47,946 70
For United States tax.....	74,213 70
Total	<u>3,832,223 24</u>

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average.....	<u>Cannot tell.</u>
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What express companies run on your road, and on what terms ?
We do our own express business in connection with general freight transportation. Receipts are returned in aggregate earnings.

What transportation or freight companies run on your road, and on what terms ? None.

ACCIDENTS.

KILLED—employees	6
others	1
	—
Total	7
	==

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1868.

Nov. 6. Eugene Smith, brakeman on freight train, fell under cars while in motion near Dunnings and killed instantly.

Dec. 4. William Early, watchman at Paradise tunnel, was run over and killed by a coal train.

1869.

Jan. 5. John Campbell, engineer, killed by explosion of engine Pocono at Montrose station.

Jan. 7. Michael Minahan and Edward Monyhan, laborers on track, killed at Tobyhanna by coal train.

Feb. 22. Thomas Hosie, brakeman in Scranton yard, killed by switching engine Hercules.

May 29. A man named John Buner killed on double track by express passenger train.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William E. Dodge.....	New York city.
Moses Taylor	New York city.
George Bulkley ..	Southport, Conn.
John J. Blair	Blairstown, N. J.
Rufus R. Graves	New York city.
Lowell Holbrook	New York city.
Simeon B. Chittenden	New York city.
John Brisbin.....	Newark, N. J.
George Bliss	New York city.
Percy R. Pyne.....	New York city.
Wm. Walter Phelps.....	New York city.
Joseph H. Scranton.....	Scranton, Pa.
John C. Phelps	Wilkesbarre, Pa.
James Blair.....	Scranton, Pa.
Samuel Sloan, President	26 Exchange Place, New York city.
Charles E. Carryl, Secretary	26 Exchange Place, New York city.
A. J. Odell, Treasurer.....	26 Exchange Place, New York city.
H. F. Hallstead, Superintendent	Scranton, Pa.

(No. 28.)

EAST BRANDYWINE AND WAYNESBURG.

STATE OF PENNSYLVANIA, }
Chester County, } ss:

Personally appeared John Cornog, president, and John G. Lewis, treasurer, of the East Brandywine and Waynesburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOHN CORNOG, *President.*
 JOHN G. LEWIS, *Treasurer.*

Sworn and subscribed before me, this }
 4th day of December, 1869. }

WM. MORTON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$285,000 00
Amount of stock subscribed.....	91,150 00
Amount paid in as by last report.....	89,800 00
Total amount now paid in of capital stock	89,800 00
Funded debt, as per last report	168,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1885,).....	\$140,000 00
2d mortgage bonds, (date of maturity, January 1, 1873,)	35,000 00
3d mortgage bonds	None.
	<hr/>
	175,000 00
Floating debt, as by last report	2,000 00
The amount now of floating debt	2,000 00
Total amount now of floating and funded debt...	177,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 8 per cent.	

Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	1,823
Par value of each share	\$50 00
Amount paid in on each share	49 26

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$259,000 00</u>	<u>\$264,800 00</u>

Equipment by Penna. R. R. C.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Downingtown to Waynesburg	17½ miles.
Length of main line of road in Pennsylvania.....	17½ miles.
Length of road laid.....	17½ miles.
Length of double track of road	None.
Length of sidings	1,800 feet.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	45 and 55 lbs.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company	None.
Number of wooden bridges.....	6
Number of stations on main road	8
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclu- sive of road way	\$2,500 00
How is track laid, and on what foundation? Wood- en ties, six by eight inches and six inch. Stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

The East Brandywine and Waynesburg railroad is leased to the Pennsylvania railroad company, by whom all repairs are made, and to whom we respectfully refer for particulars.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$89,800 00
From sale of bonds.....	175,000 00
Total	<u>264,800 00</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James M'Clune.....	Philadelphia.
Samuel Jones.....	Rockville.
L. F. Roberts.....	Loags.
William D. Smith	Loags.
Thomas Millard.....	Loags.
John S. Parker	Wallace.
Wm. Morton.....	Honeybrook.
Wm. P. Buchanan.....	Honeybrook.
Joseph C. Davis.....	Honeybrook.
Samuel H. M'Connel.....	Honeybrook.
Joseph M. M'Clure	Downingtown.
David Shelmire.....	Downingtown.
John Cornog, President	Wallace.
Thomas Millard, Secretary.....	Loags.
John G. Lewis, Treasurer	Honeybrook

(No. 29.)

EAST MAHANAY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and Richard Coe, treasurer, of the East Mahanoy railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*

RICHARD COE, *Treasurer.*

Sworn and subscribed before me, this }
 24th day of December, 1869. }

B. F. HORAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed.....	392,550 00
Amount paid in as by last report.....	392,550 00
Total amount now paid in of capital stock.....	392,550 00
Funded debt, as per last report.....	None.
The amount now of funded debt	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt....	None.
Date and rate per cent. per annum of dividend or dividends: In January and July; each.....	3 per cent.
Number of shares of stock	7,851
Par value of each share.....	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective divi- dends were declared.....	<u>392,550 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$391,603 93</u>	<u>\$391,603 93</u>

Equipped by the Philadelphia and Reading railroad company, lessees.

CHARACTERISTICS OF ROAD.

Length of main line of road, from East Mahanoy	
Junction to Waste House run.....	7 $\frac{5.4}{100}$ miles.
Length of main line of road in Pennsylvania.....	7 $\frac{5.4}{100}$ "
Length of road laid.....	7 $\frac{5.4}{100}$ "
Length of sidings belonging to the company, 1.07 miles; belonging to sub-lessees, 1.98 miles; total,	3 $\frac{5.0}{100}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company.....	None.
Number of railroads crossed.....	1
Number of stations on main road.....	1
Number of wood and water stations on main road,	1
Number of tunnels, (length of each, 3,500 feet),..	1
How is track laid, and on what foundation? Gravel bed, coal dirt ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Will be returned by Philadelphia and Reading railroad company, sub-lessees.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	None.
From sale of bonds.....	None.
From other sources.....	None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. Pratt M'Kean.....	Philadelphia.
A. E. Borie.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
John Ashhurst.....	Philadelphia.
Stephen Colwell.....	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
Albert Foster, Secretary.....	Philadelphia.
Richard Coe, Treasurer.....	Philadelphia.
G. A. Nicolls, Superintendent.....	Reading, Pa.

(No. 30.)

EAST PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and Henry C. Jones, treasurer, of the East Pennsylvania railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*

HENRY C. JONES, *Treasurer.*

Sworn and subscribed before me, this }
 23d day of December, 1869. }

B. F. HORAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	\$1,309,200 00
Amount paid in as by last report	654,600 00
Total amount now paid in of capital stock	1,309,200 00
Funded debt, as per last report	506,900 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, March 1, 1888,)	495,900 00
Total amount now of floating and funded debt ...	495,900 00
Rate per cent. per annum of interest on funded debt: 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends: Feb. 1, 4 per cent. in cash; May 12, 100 per cent. in stock; July 20, 3 per cent. in cash.	
Number of shares of stock	26,184
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared; Feb. and May, \$654,600 00; July, \$1,309,200 00.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,589,847 46	*\$1,472,599 12
Equipment.....	323,003 14	.....
Total cost.....	<u>1,912,850 60</u>	<u>1,472,599 12</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Reading to Allentown	36 miles.
Length of main line of road in Pennsylvania.....	36 "
Length of road laid.....	36 "
Length of double track of road	None.
Length of sidings	9.8 miles.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track, 52, 57, 60 and 64 pounds.	
Branch roads owned by the company, and their length	None.
Roads worked or leased by the company	None.
Number of iron bridges, (total length in feet, 19,)..	1
Number of wooden bridges, (total length in feet, 80,)	2
Number of stone bridges, (total length in feet, 275,)	14
Number of railroads crossed.....	None.
Number of stations on main road	13
Number of water stations on main road.....	5
Number of tunnels	None.
How is track laid, and on what foundation? Broken stone, sand and gravel ballast, 8 feet ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

This road is leased to the Philadelphia and Reading railroad company, and the tonnage, receipts and payments will be included in their return.

* Decrease in construction owing to certain items having been transferred to lessees. This applies also to rolling stock.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John S. Richards	Reading.
Geo. D. Stitzel..	Reading.
Joseph L. Stichter	Reading.
David E. Stout..	Reading.
H. H. Muhlenberg.....	Reading.
R. B. Cabeen.....	Philadelphia.
A. E. Borie.....	Philadelphia.
Wm. A. Porter	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
Henry C. Jones, Secretary and Treasurer.....	Philadelphia.

(No. 31.)

EBENSBURG AND CRESSON.

STATE OF PENNSYLVANIA, }
Dauphin County, } ss :

Personally appeared A. A. Barker, president of the Ebensburg and Cresson railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) A. A. BARKER, *President.*

Sworn and subscribed before me, this }
 31st day of January, 1870. }

J. F. HARTRANFT, *Aud. Gen'l.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed	42,000 00
Total amount now paid in of capital stock	42,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1881,)...	80,000 00
Total amount now of floating and funded debt ...	80,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued	840
Par value of each share	\$50 00
Amount paid in on each share	50 00

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction and right of way	\$122,000 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Cresson to Ebensburg	11 miles.
Length of main line of road in Pennsylvania.....	11 "
Length of road laid.....	11 "
Length of sidings	$\frac{1}{2}$ "
Gauge of road.....	4 ft. 9 inches.
Weight of rail per yard on main track	45 pounds.
Number of engine houses and shops.....	1
Number of wooden bridges.....	1
Number of stations on main road	3
Number of wood and water stations on main road,	1
Value of real estate held by the company; exclusive of road way	\$400 00
How is track laid, and on what foundation? On spruce ties; partly stone and gravel ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

This road is leased to the Pennsylvania railroad company for 999 years. All the business of this road will be included in their report.

NAMES AND RESIDENCE OF OFFICERS.

Officers.	Post office address.
A. A. Barker, President.....	Ebensburg, Pa.
Abel Lloyd, Secretary.....	Ebensburg, Pa.
John Williams, Treasurer.....	Ebensburg, Pa.

(No. 32.)

ELMIRA AND WILLIAMSPORT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Thomas Kimber, Jr., president, and Wm. C. Longstreth, treasurer, of the Elmira and Williamsport railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) THOS. KIMBER, JR., *President.*
 WM. C. LONGSTRETH, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of November, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	1,000,000 00
Amount paid in as by last report	1,000,000 00
Total amount now paid in of capital stock	1,000,000 00
Funded debt, as per last report	1,620,000 00
The amount now of funded debt, (classified and date of maturity.) as follows:	
1st mortgage bonds, (date of maturity, January 1, 1880,)	\$1,000,000 00
Five per cent. bonds, (date of maturity, May 1, 1862,)	570,000 00
Bond and mortgage on real estate, Elmira, N. Y.	50,000 00
	<hr/> 1,620,000 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of funded debt	1,620,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 5 per cent; 3d mortgage, 7 per cent.	

Date and rate per cent. per annum of dividend or dividends: January 1, $3\frac{1}{2}$ per cent.; July 1, $3\frac{1}{2}$ per cent. on \$500,000 preferred stock: May 1, $2\frac{1}{2}$ per cent.; November 1, $2\frac{1}{2}$ per cent. on \$500,000 common stock.

Number of shares of stock: 10,000 preferred, and 10,000 common.

Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared: \$500,000 preferred, and \$500,000 common stock	<u>1,000,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$2,268,000 00	\$2,268,000 00
Equipment	352,000 00	352,000 00
Total	<u>2,620,000 00</u>	<u>2,620,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Williamsport, Pa., to Elmira, N. Y.	78 miles.
Length of main line of road in Pennsylvania	70 "
Length of road laid.	78 "
Gauge of road	<u>4 ft. 8$\frac{1}{2}$ inches</u>

This road is leased by the Northern Central railway company, and being operated as a branch of that road, the receipts and payments, &c., are included in the report made by that company to the Auditor General.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Ellis Lewis	Philadelphia.
C. Macalester	Philadelphia.
Wm. D. Lewis	Philadelphia.
Alex. S. Diven	Elmira, N. Y.
Wm. C. Longstreth	Philadelphia.
Thomas Neilson	Philadelphia.
Thomas Kimber, Jr., President	Philadelphia.
Lewis P. Geiger, Secretary	Philadelphia.
Wm. C. Longstreth, Treasurer	Philadelphia.

(No. 33.)

ELMIRA AND WILLIAMSPORT.

[Northern Central railway company lessee.]

STATE OF PENNSYLVANIA, } ss:
Dauphin County,

Personally appeared J. D. Cameron, president, and J. S. Leib, treasurer, of the Northern Central railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. D. CAMERON, *President.*
 J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1870. }

FR. W. HAAS, *Alderman.*

STOCK AND DEBT.

See report of president and treasurer Elmira and Williamsport railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Williamsport, Pa., to Elmira, N. Y.....	78 miles.
Length of main line of road in Pennsylvania.....	69.2 "
Length of road laid.....	78 "
Length of double track of road.....	None.
Length of sidings.....	14 miles.
Gauge of road.....	4 ft. 9 inches.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	3
Number of engines: Use the engines and cars of Northern Central railway company.	

Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 4,062,)	27
Number of stone bridges	None.
Number of railroads crossed	None.
Number of tunnels	None
How is track laid, and on what foundation? Earth bed and cross-ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	99,965
Number of miles run by freight and coal trains...	302,739
Number of miles run by ballast trains	17,536
Number of through passengers for the year on main road	34,270
Number of passengers (all classes) carried in cars,	107,064
Number of tons of 2,000 lbs. of through freight for the year on main road	267,381
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	308,448
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	20
Average rate of speed adopted by express trains, including stops	28
Average rate of speed adopted by freight trains, including stops	10

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

None kept.

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal..	171,514	Agricultural products.....	52,706
Petroleum	117	Merchandise	18,456
Pig iron	8,108	Manufactures	13,176
Railroad iron.....	5,736	Live stock.....	1,146
Other iron or castings.....	6,857	Lumber	19,857
Iron and other ores	2,507	Other articles	6,163
Lime and limestone.....	2,105		
		Total.....	308,448

EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings.....	\$134,925 97	\$33,731 49	\$101,194 48
Taxes on real estate.....	5,051 77	1,262 94	3,788 83
Total.....	139,977 74	34,994 43	104,983 31
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$33,071 63	\$8,267 90	\$24,803 73
Repairs of passenger and baggage cars	25 19	25 19	
Repairs of freight cars.....	7,325 31		7,325 31
Repairs of tools and machinery in shops.....	2,257 19	564 29	1,692 90
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	29,860 74	7,465 18	22,395 56
Total.....	72,540 06	16,322 56	56,217 50
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$475 05	\$118 75	\$356 30
Agents and clerks.....	9,136 58	2,284 14	6,852 44
Labor—loading and unloading freight	3,650 73	912 68	2,738 05
Porters, watchmen and switch tenders.....	3,137 27	784 31	2,352 96
Wood and water station attendance.....	2,134 47	533 61	1,600 86
Conductors, baggage masters and brakemen	29,802 34	7,722 02	22,080 32
Engineers and firemen	26,030 29	4,154 97	21,875 32
Fuel and cost of preparing for use.....	66,847 99	16,711 99	50,136 00
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	6,129 43	1,532 35	4,597 08
Loss and damage of goods and baggage.....	3,554 85		3,554 85
Use of freight cars.....	54,183 63		54,183 63
Shoveling snow	2,389 14	697 28	1,791 86
Damage for injury of persons.....	445 92		
General superintendence	3,000 00	750 00	2,250 00
Contingencies	55,244 57	13,811 14	41,433 43
Total	286,162 26	60,359 16	215,803 10

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	None.
From sale of bonds	None.
From other sources	<u>None.</u>

RECEIPTS.

(Year ending December 31, 1869.)

Passengers.....	\$140,839 57
Freight.....	395,263 75
Mail and express	23,899 95
Miscellaneous	2,929 61
Total.....	<u>562,932 88</u>

Summary of payments :

For maintaining and operating the road	\$478,680 06
For dividends, interest, miscellaneous and rent ...	165,000 00
Total.....	<u>643,680 06</u>

ACCIDENTS.

Injured. †

Employees.....	1
Others.....	1
Total.....	<u>2</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

Albert W. Brace, brakeman on south bound passenger train, August 14, 1869, was leaning from side of car examining a brake, when he was struck by a bridge, near Canton, Pa., and severely injured. Recovered.

A boy named Warrington jumped on a car that was being switched by local freight south, at Granville, Pa., on 7th September, 1869, and fell off, wheels of car passing over his foot, crushing it badly.

NAMES AND RESIDENCE OF OFFICERS.

See report of president and treasurer Elmira and Williamsport railroad company.

(No. 34.)

ENTERPRISE.

STATE OF PENNSYLVANIA, } ss:
Lancaster County,

Personally appeared Thos. Baumgardner, president of the Enterprise railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) THOS. BAUMGARDNER, *President.*

Sworn and subscribed before me, this }
 8th day of January, 1870. }

W. B. WILEY, *Alderman.*

STATE OF PENNSYLVANIA, } ss:
Philadelphia County,

Personally appeared Peter C. Hollis, treasurer of the Enterprise railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of January, 1870. }

JOHN WHITE, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	339,625 00
Amount paid in as by last report.....	276,700 00
Total amount now paid in of capital stock.....	334,700 00
Funded debt, as per last report	None.
The amount now of funded debt.....	None.
Floating debt, as by last report	None.
The amount now of floating debt	5,533 11

Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock.....	13,585 00
Par value of each share	\$25 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$237,479 41	\$339,816 25
Equipment.....	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Locust Gap junction to Shamokin, Pennsylvania.....	$6\frac{5}{10}$ miles.
Length of main line of road in Pennsylvania.....	$6\frac{5}{10}$ "
Length of road laid, (including sidings and branches,)	$12\frac{9}{10}$ "
Length of double track of road.....	None.
Length of sidings	$1\frac{5}{10}$ miles.
Gauge of road	4 ft. $8\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50, 56 & 64 lbs.
Branch roads owned by the company and their length, viz: 10 collieries, laterals and sidings, total length.....	$4\frac{9}{10}$ miles.
Number of engine houses and shops: 1 engine house.	
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 200.)	3
Number of railroads crossed	1
Number of stations on main road	3
Number of wood and water stations on main road,	1
How is track laid, and on what foundation? With wooden spliced blocks and iron fish bar joints, laid on cross-ties, coal dirt ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

The road is now completed. Under an amicable arrangement with the Philadelphia and Reading railroad company, and until a permanent lease is effected, the road is worked by said company,

and the returns of business done upon the road will, therefore, appear in the returns of the Philadelphia and Reading railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thos. Baumgardner.....	Lancaster, Pa.
Charles Sinnickson.....	Philadelphia.
Peter C. Hollis.....	Philadelphia.
F. B. Gowen.....	Philadelphia.
Thos. Miles.....	Philadelphia.
Thos. Baumgardner, President.....	Lancaster.
P. C. Hollis, Sec'y and Treas.....	Philadelphia.
Wm. H. Bines, Superintendent.....	Mahanoy Plane, Schuylkill co., Pa.

(No. 35.)

ERIE.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared Jay Gould, president, and J. D. White, treasurer, of the Erie railway company of New York, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAY GOULD, *President.*

J. D. WHITE, *Acting Assistant Treasurer.*

Sworn and subscribed before me, this }
 27th day of January, 1870. }

MORTIMER SMITH,

Com. of Deeds for Penn'a in N. Y.

STOCK AND DEBT.

Amount of stock subscribed.....	\$78,536,910 00
Amount paid in as by last report.....	46,302,210 00
Total amount now paid in of capital stock.....	78,536,910 00
Funded debt, as per last report	23,398,800 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
Sterling bonds, date of maturity, 1875,).....	\$4,844,400 00
1st mortgage bonds, (date of maturity, 1897,).....	3,000,000 00
4th mortgage bonds, (date of maturity, 1880,).....	4,441,000 00
2d mortgage bonds, (date of maturity, 1879,).....	4,000,000 00
5th mortgage bonds, (date of maturity, 1888,)	926,500 00
3d mortgage bonds, (date of maturity, 1883,)	6,000,000 00
Buffalo branch bonds, date of maturity, 1891,).....	186,900 00
	<hr/> 23,398,800 00

Floating debt, as by last report	\$4,893,735 81
Total amount now of floating and funded debt ..	23,398,800 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; 3d mortgage, 7 per cent.; 4th, 5th, Buffalo branch, 7 per cent.; Sterling, 6 per cent.	
Number of shares of stock	785,369 $\frac{10}{100}$
Par value of each share	<u>\$100 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	<u>\$56,486,605 97</u>	<u>\$65,131,959 01</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Jersey city to Dunkirk	459 miles.
Length of main line of road in Pennsylvania....	42 $\frac{1}{2}$ "
Length of road laid.....	459 "
Length of double track of road and sidings.....	380 $\frac{3}{4}$ "
Weight of rail per yard on main track.....	64 and 70 lbs.
Branch roads owned by the company, and their length, viz:.....	364 $\frac{1}{2}$ miles.
Number of engine houses and shops.....	40
Number of engines	444
Number of first class passenger cars, rated as eight wheel cars,).....	213
Number of second class, or emigrant cars.....	54
Number of baggage, mail and express cars, (rated as eight wheel cars,)	71
Number of freight and coal cars, (rated as eight wheel cars,)	<u>7,447</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	2,837,407
Number of miles run by freight trains.....	4,924,172
Number of miles run by coal trains: Included in freight trains.	

Number of passengers (all classes) carried in cars ..	2,497,113
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	4,312,209
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) ...	20
Average rate of speed adopted by express trains, (including stops,)	26 and 30
Average rate of speed adopted by freight trains, (including stops,)	10

The amount of freight, specifying the quantity in tons:

Agricultural products.....	338,730	Lumber.....	191,629
Merchandise.....	459,784	Other articles	2,611,672
Manufactures	436,846		
Live stock.....	273,548	Total	4,312,209

Anthracite coal, bituminous coal, petroleum, pig iron, railroad iron, other iron or castings, iron and other ores, lime and limestone, are included in other articles.

The rate of fare for passengers charged for the respective classes per mile, as follows:

Eor first class through passengers	2.05 cents.
For first class way passengers.....	2.73 “
For emigrant through passengers.....	1.22 “
For emigrant way passengers.....	1.47 “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings	\$3,914, 778 28	\$1,056, 990 14	\$2,857, 788 14
Taxes on real estate.....	333, 495 08	90, 013 87	243, 481 21
Total.....	4, 248, 273 36	1, 147, 004 01	3, 101, 269 35
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$1, 373, 887 49	\$401, 931 40	\$971, 956 09
Repairs of passenger and baggage cars.....	396, 076 80	396, 076 80	.....
Repairs of freight cars.....	1, 144, 675 14	.....	1, 144, 675 14
Repairs of tools and machinery in shops.....	138, 378 54	49, 816 27	88, 562 27
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	129, 636 10	46, 669 00	82, 967 10
Total.....	3, 182, 634 07	894, 493 47	2, 288, 140 60
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$251, 080 14	\$64, 770 04	\$186, 310 10
Agents and clerks.....	872, 952 93	218, 238 23	654, 714 70
Labor—loading and unloading freight.....	633, 223 66	.....	633, 223 66
Porters, watchmen and switch tenders.....	198, 813 49	53, 679 64	145, 133 85
Wood and water station attendance.....	27, 692 51	7, 496 98	20, 195 53
Conductors, baggage masters and brakemen.....	854, 382 34	292, 028 74	562, 353 60
Engineers and firemen.....	900, 908 28	276, 800 50	624, 108 69
Fuel and cost of preparing for use.....	1, 406, 412 24	506, 308 41	900, 103 83
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	198, 284 58	58, 239 37	140, 045 21
Loss and damage of goods and baggage.....	141, 843 45	38, 216 73	103, 626 72
Damage for injury of persons.....	67, 547 49	67, 547 49	.....
Damage to property, including damage by fire and cattle killed on road.....	10, 194 41	2, 752 49	7, 441 92
General superintendence.....	119, 234 14	32, 193 22	87, 040 92
Contingencies.....	146, 029 52	39, 427 97	106, 601 55
Total.....	5, 828, 359 18	1, 627, 708 90	4, 200, 650 28

RECEIPTS.

From passengers	\$3,429,629 18
From freight	12,583,793 73
From mail and express	613,419 64
From miscellaneous	94,657 79
Total	<u>16,721,500 34</u>

Summary of payments:

For maintaining and operating the road	\$13,259,266 61
For Hudson river ferry	184,514 15
For telegraph	107,273 59
For interest on mortgage debt	1,703,773 00
For rents of railroads	824,020 00
For loss on Lake Erie steamers	78,464 64
For United States tax	88,566 44
Total	<u>16,245,878 43</u>
Surplus October 1st, 1869	<u>\$475,621 91</u>

ACCIDENTS.

	Killed.	Injured.
Passengers	10	22
Employees	40	68
Others	25	24
Total	<u>75</u>	<u>114</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jay Gould.....	Box 839, New York
James Fisk, Jr.....	Box 839, New York
Hon. Wm. M. Tweed.....	Box 839, New York
F. A. Lane.....	Box 839, New York.
Hon. Alex. S. Diven.....	Box 839, New York.
Justin D. White.....	Box 839, New York
Hon. John Ganson.....	Box 839, New York.
O. W. Chapman.....	Box 839, New York.
Horatio N. Otis.....	Box 839, New York.
Chas. G. Sisson.....	Box 839, New York.
Abram Gould.. ..	Box 839, New York.
Homer Ramsdell.....	Box 839, New York.
Henry Thompson.....	Box 839, New York.
Hon. John Hilton.....	Box 839, New York.
Henry N. Smith.....	Box 839, New York.
M. R. Simons.....	Box 839, New York.
Geo. C. Hall.....	Box 839, New York.
Jay Gould, President.....	Box 839, New York.
H. N. Otis, Secretary.....	Box 839, New York.
Jay Gould, Treasurer.....	Box 839, New York.
L. D. Rucker, Superintendent.....	Box 839, New York.

(No. 36.)

ERIE AND PITTSBURG.

STATE OF PENNSYLVANIA, }
Erie County, } ss:

Personally appeared William L. Scott, president, and D. W. Fitch, treasurer, of the Erie and Pittsburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WM. L. SCOTT, *President.*
 D. W. FITCH, *Treasurer.*

Sworn and subscribed before me, this }
 9th day of December, 1869. }

E. CAMPHAUSEN, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	999,600 00
Amount paid in as by last report	967,900 00
Total amount now paid in of capital stock	999,600 00
Funded debt, as per last report	2,459,132 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1, 1882,)	\$830,000 00
2d mortgage bonds, (date of maturity, March 1, 1890,)	179,100 00
Consolidated mortgage bonds, (date of maturity, July 1, 1898,)	1,567,000 00
Add fractional bond certificates out,	1,404 00
	<hr/> 2,577,504 00
Floating debt, as by last report	62,103 32
The amount now of floating debt	None.
Total amount now of funded debt	2,577,504 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; consolidated mortgage, 7 per cent.	

Date and rate per cent. per annum of dividend or dividends	None declared.
Number of shares of stock issued	19,992
Par value of each share issued	\$50 00
Amount paid in on each share issued	50 00
Amount of capital on which the respective dividends were declared	None declared.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$2,094,387 75	\$2,634,231 76
Equipment	806,184 16	1,045,893 10
Total cost.....	<u>2,900,571 91</u>	<u>3,680,124 86</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, between Erie and New Castle	83 ⁶⁹ miles.
Length of main line of road in Pennsylvania	83 ⁶⁹ "
Length of road laid	83 ⁶⁹ "
Length of double track of road.....	None.
Length of sidings	17 ¹ / ₁₀ miles.
Gauge of road	4 feet 10 in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company, and their length, viz: From L. S. and M. S. railway to E. and P. railroad company's docks, and from E. and P. railroad company's docks to public docks....	3 ¹⁶ / ₁₀₀ miles.
Roads worked or leased by the company, viz: By contract with the L. S. and M. S. railway company	14 ³¹ / ₁₀₀ miles.
Number of engine houses and shops.....	9
Number of engines	22
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$5,075,).....	2
Number of second class passenger cars, rated as eight wheel cars, (average cost of each, \$1,500,)	9

Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,500,)	4
Number of freight cars, rated as eight wheel cars, (average cost of each, \$800,).....	52
Number of coal cars, rated as eight wheel cars, average cost of each, \$600,)	663
Number of combination iron bridges, (total length in feet, 446,)	3
Number of wooden bridges, (total length in feet, 1,152,).....	9
Number of stone bridges.....	None.
Number of railroads crossed	4
Number of stations on main road	21
Number of wood and water stations on main road,	9
Value of real estate held by the company, exclusive of road way.....	\$545,000 00
Number of tunnels	None.
How is track laid, and on what foundation? Fish-joints and chairs on ties, with gravel and cinder ballast.	

DONIGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	88,436
Number of miles run by freight trains	347,674
Number of miles run by coal trains	48,430
Number of through passengers for the year on main road.....	7,540
Number of passengers (all classes) carried in cars,	154,524
Number of tons of 2,000 pounds of through freight for the year on main road	90,345
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	597,247
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20
Average rate of speed adopted by express trains, including stops.....	20
Average rate of speed adopted by freight trains, including stops.....	12

Weight of first class passenger engines	28 tons.
Weight of freight engines	32 tons.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868	11,582	June, 1869	12,813
December, 1868	12,053	July, 1869	14,115
January, 1869	11,832	August, 1869	13,511
February, 1869	10,556	September, 1869	14,941
March, 1869	12,981	October, 1869	13,817
April, 1869	13,910		
May, 1869	12,413	Total	154,524

The amount of freight, specifying the quantity in tons :

Anthracite coal	160	Agricultural products	4,122
Bituminous coal	395,849	Merchandise	20,126
Petroleum	531	Manufactures	2,887
Pig iron	35,433	Live stock	1,813
Railroad iron	1,286	Lumber	16,970
Other iron or castings	23,707	Other articles	344
Iron and other ores	90,497		
Lime and limestone	3,522	Total	597,247

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	4 cents.
For first class way passengers	4 cents.

The rate per ton (of 2,000 lbs.) per mile charged for freight:

Average charge per ton per mile	$2\frac{0.8}{100}$ cents.
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings and docks	\$188,601 39	\$54,973 05	\$133,628 34
Taxes on real estate	1,380 89	245 30	1,135 59
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	24,659 88	7,397 96	17,261 92
Repairs of passenger and baggage cars	4,533 41	4,533 41	.....
Repairs of freight cars	234,880 30	.....	239,880 30
Repairs of tools and machinery	3,581 17	1,074 35	2,506 82
Incidental expenses, including oil, fuel, clerks, watchmen and insurance	203,665 83	8,298 46	18,367 37
OPERATING THE ROAD.			
Office expenses, stationery, &c.	7,545 46	2,246 86	5,298 60
Agents and clerks	224,447 48	6,026 60	17,420 88
Labor at stations and express offices	11,149 79	3,184 37	7,965 42
Porters, watchmen, switch tenders, shops, &c.	4,039 60	1,211 88	2,827 72
Wood and water station attendance	848 31	254 49	593 82
Conductors, baggage masters and brakemen	39,246 93	6,135 93	33,111 00
Engineers and firemen	28,508 90	5,039 55	23,469 05
Fuel and cost of preparing for use	32,029 07	9,799 87	22,229 20
Oil and waste for engines and tenders, passenger, baggage and freight cars	9,762 72	2,421 89	7,340 83
Loss and damage of goods and baggage,	593 49	.....	593 49
Use of freight cars	19,405 34	351 80	19,070 54
Shoveling snow	692 30	207 69	484 61
Damage for injury of persons	833 33	833 33	.....
General superintendence	16,228 41	4,868 53	11,359 88
Contingencies	15,117 49	4,535 25	10,582 24
Total	487,751 19	122,623 57	365,127 62
Less amount paid by L. S. and M. S. railway company	46,167 73	7,295 36	38,872 37
	441,583 46	115,328 21	326,255 25

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	\$23,220 00
Sale of bonds	66,125 00
Other sources	492 00
Total	<u>89,837 00</u>

RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail, express and use of cars.	Totals.
November, 1868.....	\$10,749 36	\$47,542 91	\$1,903 69	\$60,195 96
December, 1868.....	9,848 39	29,727 49	1,349 99	50,925 87
January, 1869.....	9,478 70	42,028 33	1,681 24	53,188 27
February, 1869.....	7,989 08	45,825 56	1,157 22	54,971 86
March, 1869.....	10,103 65	45,851 30	1,235 06	57,190 01
April, 1869.....	11,912 74	45,936 96	1,208 53	59,058 23
May, 1869.....	9,541 25	52,385 73	1,208 53	63,175 51
June, 1869.....	10,658 98	74,431 72	3,869 19	88,959 89
July, 1869.....	12,930 25	71,397 43	1,235 06	85,502 74
August, 1869.....	12,802 03	74,646 14	1,597 27	89,045 44
September, 1869.....	12,460 63	64,496 59	1,495 57	78,452 79
October, 1869.....	12,591 12	69,807 96	1,485 26	83,884 34
Total.....	131,106 18	674,078 12	19,426 61	824,610 94

Summary of payments :

For construction and equipment	\$779,552 95
For maintaining and operating the road	426,465 97
For dividends	None.
For interest, discount and coupon account	200,656 00
For miscellaneous	None.
For State tax on capital stock and tonnage.....	10,895 03
For United States tax.....	4,222 26

Total..... 1,421,792 21

Cash and amount of surplus fund : Cash assets ..	\$205,655 66
Less cash liability, including unpaid account.....	57,809 36

Total of surplus..... 47,846 30

Cost of transportation :

Cost per passenger per mile, proximate average . .	2 cents.
Cost per ton freight per mile, proximate average . .	<u>1 cent.</u>

What express companies run on your road and on what terms ?
 The American Merchants' Union express company pay \$30 per day for transportation of express freight and messenger each way, daily, between Erie and Girard and between Johnstown and New Castle.

ACCIDENTS.

	Killed.	Injured.
	None.	None.
Passengers	None.	None.
Employees	4	4
Others	1	2
	—	—
Total	<u>5</u>	<u>6</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1869.

June 3. Boy, named H. Sheester, about twelve years old, killed at Greenville in attempting to jump on passing train.

July 14. Irvine Sanford, passenger conductor, fatally injured by being struck by switch stand while passing Greenville.

Aug. 9. C. Maloy, laborer on work train, killed by train backing over him at Sharpsville.

Sept. 2. J. Mastick, freight brakeman, hand crushed while coupling.

Sept. 3. John M'Cormick, killed at Sharon in attempting to jump on a moving train, in the night, missing foot-hold.

Sept. 10. Jno. Miller, freight brakeman, hand crushed in coupling.

Sept. 18. Samuel Luce, laborer on working train No. 2 ; fell off train while moving and killed.

Sept. 9. David C. Shaffer, brakeman New Castle yard, killed by falling off car and train passed over him.

Sept. 18. Drunken man struck and injured near Greenville.

Oct. 8. Michael Kerley, freight brakeman, hand badly crushed in switching at Sharon.

Oct. 18. R. Graham, agent at Transfer station, struck by special train and badly injured.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Horace F. Clark	New York city.
Alanson Robinson	New York city.
Augustus Schell.....	New York city.
David Dows.....	New York city.
Wm. Williams.....	Buffalo city.
John M. Hutchinson.....	Buffalo, N. Y.
Chas. H. Lee	Silver Creek, N. Y.
Wm. L. Scott.....	Erie, Pa.
M. Courtright.....	Erie, Pa.
Henry Rawle.....	Erie, Pa.
James Pierce.....	Sharpsville, Pa.
Wm. L. Scott, President	Erie, Pa.
D. W. Fitch, Secretary.....	Erie, Pa.
D. W. Fitch, Treasurer.....	Erie, Pa.
F. W. Finney, Superintendent.....	Erie, Pa.

(No. 37.)

FAYETTE COUNTY.

STATE OF PENNSYLVANIA, }
Fayette County, } ss:

Personally appeared Nathaniel Ewing, president, and Armstrong Hadden, treasurer, of the Fayette County railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) N. EWING, *President.*

ARMSTRONG HADDEN, *Treasurer.*

Sworn and subscribed before me, this }
 12th day of November, 1869. }

GEORGE W. LITMAN, *Prothonotary.*

STOCK AND DEBT.

Capital stock as authorized by law: Originally	
\$750,000, and might be increased to \$1,500,000,	
but fixed by new company, at.....	\$107,400 00
Amount of stock subscribed, about.....	100,000 00
Amount paid in as by last report, about	90,000 00
Total amount now paid in of capital stock, about,	90,000 00
Funded debt, as per last report	None.
The amount now of funded debt, (classified and	
date of maturity,) as follows:	
1st mortgage bonds, (date of maturity,).....	None.
2d mortgage bonds, (date of maturity,)	None.
3d mortgage bonds, (date of maturity,)	None.
Total.....	None.
Floating debt, as per last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	None.
Rate per cent. per annum of interest on funded	
debt.....	None.
Date and rate per cent. per annum of dividend or	
dividends: One dividend March 1, and one Sept.	
1, each \$1 90 a share.	

Number of shares of stock	2,148
Par value of each share	\$50 00
Amount paid in on each share, in addition to the original payment	16 67
Amount of capital on which the respective dividends were declared	<u>107,400 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, about	<u>\$130,000 00</u>	<u>\$130,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Uniontown to Connellsville.....	12 $\frac{6}{100}$ miles.
Length of main line of road in Pennsylvania	12 $\frac{6}{100}$ “
Length of road laid.....	12 $\frac{6}{100}$ “
Length of double track of road	None.
Length of sidings: Supposed about 2,000 to 2,500 ft.	
Gauge of road	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	43 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops: One of each.	
Number of iron bridges.....	None.
Number of wooden bridges: (total length in feet, cannot tell—one over the Youghiogheny river,)..	22
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road	6
Number of wood and water stations on main road: One water station; wood got anywhere. .	
Value of real estate held by the company, exclu- sive of road way? Paid \$1,000 for depot ground, and part given, worth, say \$500.	
Number of tunnels	None.
How is track laid, and on what foundation? On cross-ties bedded on stone, and filled between with stone.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Our road is rented to the Pittsburg and Connellsville company, and operated exclusively by that company, who must answer all questions not answered by us.

Pittsburg and Connellsville railroad company pay all taxes, except the U. S. tax and tax to State on capital stock.

Summary of payments :

For dividends	\$8,162 40
For surplus funds.....	60 59
For State tax on capital stock.....	397 40
For United States tax.....	397 40
	<hr/>
Total amount of surplus fund	\$60 59
	<hr/>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
N. Ewing	Uniontown.
Armstrong Hadden ..	Uniontown.
S. A. Gilmore.....	Uniontown.
Wm. H. Bailey	Uniontown.
Ewing Brownfield.....	Uniontown.
Jno. Huston.....	Uniontown.
Eleazer Robinson.....	Uniontown.
N. Ewing	President.
Wm. H. Bailey	Secretary.
Armstrong Hadden	Treasurer.

(No. 38.)

GETTYSBURG.

STATE OF PENNSYLVANIA, }
Adams County, } ss:

Personally appeared Robert M'Curdy, sequestrator of the Gettysburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) R. M'CURDY, *Sequestrator.*

Sworn and subscribed before me, this }
 4th day of January, 1870. }

A. J. COOVER, *J. P.*

The Gettysburg railroad was declared insolvent in 1862, and in June of that year your deponent was appointed sequestrator, and as such he has charge of the finances of the road, but has nothing to do with the stock and funded debt, or cost of road or equipment, and many other matters and things called for in the notice of the Auditor General. The act does not seem to contemplate a report from the sequestrator of an insolvent road.

The board of managers having the custody of the original papers concerning the construction of the road, and the resolutions of the board and the treasurer's books, has all the facts which the act seems to contemplate having embodied in a report.

GETTYSBURG, PA., *January 4, 1870.*

(No. 39.)

HANOVER BRANCH.

STATE OF PENNSYLVANIA, }
 York County, } ss:

Personally appeared A. W. Eichelberger, president, and R. A. Eichelberger, treasurer, of the Hanover Branch railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) A. W. EICHELBERGER, *President.*

R. A. EICHELBERGER, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of December, 1869. }

C. W. FORNEY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	116,850 00
Amount paid in as by last report	116,850 00
Total amount now paid in of capital stock	116,850 00
Funded debt, as per last report	None.
The amount now of funded debt, (classified and date of maturity,) as follows	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt...	None.
Date and rate per cent. per annum of dividend or dividends: May and November	10 per cent.
Number of shares of stock	2,337
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective divi- dends were declared	<u>116,850 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$199,689 12	\$200,000 00
Equipment	54,126 80	57,890 80
Total cost	<u>253,815 92</u>	<u>257,890 80</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Hanover to Hanover Junction	12 $\frac{1}{5}$ miles.
Length of main line of road in Pennsylvania	12 $\frac{1}{5}$ "
Length of road laid.....	12 $\frac{1}{5}$ "
Length of double track of road	None.
Length of sidings	Not known.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company, viz: The Gettysburg railroad and the Littlestown railroad.	
Number of engine houses and shops.....	4
Number of engines	5
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,750,).....	1
Number of second class passenger cars, rated as eight wheel cars, (average cost of each, \$2,000,).....	3
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$600,)..	2
Number of freight cars, rated as eight wheel cars, (average cost of each, \$400,).....	10
Number of coal cars, rated as eight wheel cars....	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, not ascertained,).....	11
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road.....	5
Number of wood and water stations on main road,	3

Value of real estate held by the company, exclusive of road way	\$4,600 00
Number of tunnels	None.
How is track laid, and on what foundation? Part earth and part stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains: No account kept.	
Number of passengers (all classes) carried in cars,	35,829
Number of tons of 2,000 lbs. of through freight for the year on main road	87,705
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	91,591
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)..	15
Average rate of speed adopted by freight trains, including stops	12
Weight of first class passenger and freight engines, 19 to 26 tons.	

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868	2,466	June, 1869	3,380
December, 1868	2,823	July, 1869	3,687
January, 1869	2,268	August, 1869	4,102
February, 1869	2,060	September, 1869	3,281
March, 1869	2,939	October, 1869	2,989
April, 1869	2,967		
May, 1869	2,867	Total	35,829

The amount of freight, specifying the quantity in tons:

Freight is mainly transported in individual cars, and is not classified.

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers	4½ cents.
For first class way passengers	4½ "

The rate per ton (of 2,000 pounds) per mile charged for freight:

Through freight is regulated by a joint tariff with Northern Central railway company.

Local freight, from two to four cents per ton per mile.

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build- ings.....	\$16,389 60
Taxes on real estate.....	137 88
Total.....	<u>16,527 48</u>

Repairs of machinery:

Repairs of engines and tenders	\$8,027 66
Repairs of passenger and baggage cars	2,720 53
Repairs of tools and machinery in shops.....	25 10
Total.....	<u>10,773 29</u>

Operating the road:

Office expenses, stationery, &c.....	\$364 23
Agents and clerks	692 50
Labor—loading and unloading freight	434 75
Conductors, baggage masters and brakemen.....	3,517 63
Engineers and firemen	3,901 44
Fuel and cost of preparing for use.....	8,674 93
Oil and waste for engines and tenders, passenger, baggage and freight cars	1,265 15
Use of freight cars.....	2,243 85
General superintendence	532 88
Contingencies	22 50
Salaries and expenses of board.....	1,230 00
Total.....	<u>22,879 86</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders, sale of bonds and other sources;	<u>\$4,074 00</u>
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RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Use of cars.	Miscellaneous.*
November, 1868	\$1,281 53	\$3,184 16	\$95 83 $\frac{1}{2}$	\$14 50	\$1,195 87
December, 1868	1,489 15	2,598 72	95 83 $\frac{1}{2}$	.....	1,316 29
January, 1869	1,219 26	2,917 25	95 83 $\frac{1}{2}$	.....	1,474 88
February, 1869	1,049 68	3,217 88	95 83 $\frac{1}{2}$	.....	1,434 86
March, 1869	1,492 38	3,831 70	95 83 $\frac{1}{2}$	.....	1,271 80
April, 1869	1,517 35	4,158 29	95 83 $\frac{1}{2}$	.....	1,423 64
May, 1869	1,461 01	4,841 12	95 83 $\frac{1}{2}$	.....	1,679 97
June, 1869	1,752 07	4,243 42	95 83 $\frac{1}{2}$	.....	1,652 90
July, 1869	2,109 88	3,333 74	95 83 $\frac{1}{2}$	.....	2,252 94
August, 1869	2,117 77	4,043 12	95 83 $\frac{1}{2}$	.....	1,265 80
September, 1869	1,776 14	3,842 24	95 83 $\frac{1}{2}$	31 70	1,251 85
October, 1869	1,785 97	3,873 49	95 83 $\frac{1}{2}$	10 00	1,152 10
Total	19,052 19	44,085 13	1,150 00	56 20	17,382 90

Summary of payments:

For construction and equipment	\$4,074 00
For maintaining and operating the road	50,180 63
For dividends	11,685 00
For State tax on capital stock and tonnage and dividends	2,454 33
For United States tax	1,118 23
Total	<u>69,512 19</u>

Total amount of surplus fund:

Stock in Littlestown railroad	\$10,900 00	
Stock in Frederick and Pennsylvania		
Line railroad company	8,400 00	
		<u>\$19,300 00</u>

Cost of transportation:

Cost per passenger per mile and cost per ton freight per mile, proximate average: Not known.

What express companies run on your road, and on what terms? Adams express company, who furnish their own car and pay five hundred dollars per annum.

What transportation or freight companies run on your road, and on what terms? None.

* This amount is made up of receipts for working Gettysburg and Littlestown railroads, and for materials sold.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Reuben S. Young	Hanover, Pa.
Joseph Dellone.....	Hanover, Pa.
David M. Meyers	Hanover, Pa.
Henry C. Schriver.....	Hanover, Pa.
David Wortz	Hanover, Pa.
Henry Wirt	Hanover, Pa.
A. W. Eichelberger, President	Hanover, Pa.
Henry Wirt, Secretary.....	Hanover, Pa.
R. A. Eichelberger, Treasurer.....	Hanover, Pa.
Henry A. Young, Superintendent.....	Hanover, Pa.

(No. 40.)

HARRISBURG, PORTSMOUTH, MT. JOY AND LANCASTER.

STATE OF PENNSYLVANIA, } ss:
 _____ County,

Personally appeared J. Edgar Thomson, president, and George Taber, treasurer, of the Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President*.
 GEORGE TABER, *Treasurer*.

Sworn and subscribed before me, this }
 10th day of November, 1869. }

W. W. DOUGHERTY, *Alderman*.

STOCK AND DEBT.

Capital stock as authorized by law	\$2,500,000 00
Amount of stock subscribed.....	1,182,550 00
Amount paid in as by last report.....	1,182,550 00
Total amount now paid in of capital stock.....	1,182,550 00
Funded debt, as per last report.....	700,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1st July, 1883,)	700,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt ...	700,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends: January and July 1	7 per cent.
Number of shares of stock.....	23,651

Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u>1,182,550 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$1,182,550 00</u>	<u>\$1,882,550 00</u>
Total cost		<u>1,882,550 00</u>

CHARACTERISTICS OF ROAD.

Leased to Pennsylvania railroad company—included in Pennsylvania railroad company's return.

Summary of payments :

For dividends	\$82,788 50
For interest	42,000 00
For State tax on capital stock	4,138 00
For United States tax	<u>4,356 76</u>
Total amount of surplus fund	<u>\$23,069 32</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson	Philadelphia.
Josiah Bacon	Philadelphia.
Wistar Morris	Philadelphia.
Samuel T. Bodine	Philadelphia.
Joseph B. Myers	Philadelphia.
Edward C. Knight	Philadelphia.
Washington Butcher	Philadelphia.
John M. Kennedy	Philadelphia.
James Magee	Philadelphia.
Lewis Elkin	Philadelphia.
James Young	Middletown, Pa.
J. Edgar Thomson	President.
George Taber	Secretary and Treasurer.

(No. 41.)

HEMPFIELD.

STATE OF PENNSYLVANIA, }
Washington County, } ss:

Personally appeared William Workman, president, and Joseph Henderson, treasurer, of the Hempfield railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

. (Signed) WM. WORKMAN, *President.*

JOSEPH HENDERSON, *Treasurer.*

Sworn and subscribed before me, this }
 8th day of January, 1870. }

WM. HOMISH, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	\$1,880,365 00
Amount paid in as by last report	1,809,565 13
Total amount now paid in of capital stock	1,809,565 13
Funded debt, as per last report	500,000 00
The amount now of funded debt	500,000 00
Floating debt, as by last report, say	100,000 00
The amount now of floating debt, say	100,000 00
Total amount now of floating and funded debt...	600,000 00
Date and rate per cent. per annum of dividend or dividends: None ever made.	
Number of shares of stock	940,182
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared	<u>None declared.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction... ..	\$1,616,458 93	\$1,616,458 93
Equipment	41,340 01	41,340 01
Total cost	<u>1,657,798 94</u>	<u>1,657,798 94</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Wheeling, West Virginia, to Greensburg, Pa	76 miles.
Length of main line of road in Pennsylvania.....	61 "
Length of road laid.....	32 "
Length of double track of road and sidings, say..	$1\frac{1}{2}\frac{2}{8}\frac{1}{6}$ miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	2
Number of engines	3
Number of first class passenger cars, (rated as eight wheel cars,).....	2
Number of baggage, mail and express cars, (rated as eight wheel cars,)	1
Number of freight cars, (rated as eight wheel cars,) ..	13
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 665,)	12
Number of stone bridges, (total length in feet, 250,) ..	1
Number of railroads crossed	None.
Number of stations on main road	11
Number of wood and water stations on main road, ..	4
Value of real estate held by the company, exclusive of road way	\$104,899 96
Number of tunnels, (total length, 3,073 feet,).....	6
How is track laid and on what foundation? On cross-ties and stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains	20,800
Number of passengers, (all classes,) carried in cars,	23,003
Number of tons of 2,000 lbs. of through freight for the year on main road.....	3,762 $\frac{1592}{2000}$
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	11,715 $\frac{1247}{2000}$
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour.)....	12
Average rate of speed adopted by express trains, including stops.....	12
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines	30 tons.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	1,509	June, 1869.....	1,643
December, 1868.....	2,028	July, 1869.....	1,953
January, 1869.....	1,785	August, 1869.....	2,624
February, 1869.....	1,465	September, 1869.....	2,568
March, 1869.....	1,934	October, 1869.....	1,999
April, 1869.....	1,876		
May, 1869.....	1,619	Total.....	23,003

The amount of freight, specifying the quantity in tons:

Bituminous coal	5,478 $\frac{1400}{2000}$
Other articles	5,236 $\frac{1847}{2000}$
Total.....	11,715 $\frac{1247}{2000}$

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class passengers.....	3.61 cents.
For first class way passengers	3 61 "
For second class through passengers.....	3.61 "
For second class way passengers.....	3.61 "

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight.....	12.5 cents.
For through coal	None carried.
For local freight.....	18 cents.
For local coal	<u>3½ "</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings	<u>\$19,483 03</u>
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Taxes on real estate, included in operating the road.

Repairs of machinery :

Total.....	<u>\$7,885 58</u>
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Operating the road :

Total.....	<u>\$19,710 52</u>
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RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Miscella- neous.	Total.
November, 1868.....	\$1,342 70	\$1,790 70	\$208 10		
December, 1868.....	1,742 45	1,333 65	199 89		
January, 1869.....	1,506 50	1,349 01	214 75		
February, 1869.....	1,303 15	1,649 46	214 75		
March, 1869.....	1,558 70	1,937 07	214 75		
April, 1869.....	1,534 50	2,007 77	214 75		
May, 1869.....	1,346 25	3,213 41	214 75		
June, 1869.....	1,436 55	1,956 78	214 75		
July, 1869.....	1,488 00	2,141 52	214 75		
August, 1869.....	2,324 15	1,784 18	214 75		
September, 1869.....	2,011 00	2,463 35	214 75		
October, 1869.....	1,629 70	2,352 26	214 75		
Total.....	19,223 65	23,972 16	2,555 49	\$14,743 27	\$60,494 57

Summary of payments :

For maintaining and operating the road.....	\$45,244 19
For interest	336 00
For miscellaneous	10,407 59
For State tax on capital stock and tonnage.....	255 57
For United States tax.....	<u>1,243 37</u>
Total.....	<u>57,486 72</u>

Cost of transportation:

What express companies run on your road, and on what terms? Adams express company; terms, \$50 per month, when amount of freight carried does not exceed 15,000 pounds per month; all over this amount carried at rate of 20 cents per 100 pounds. Contract dated January 1, 1869.

What transportation or freight companies run on your road, and on what terms? None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. Workman.....	Washington, Pa.
Jas. Clarke.....	Greensburg, Pa.
Chas. Hayes.....	Washington, Pa.
Jas. C. Acheson.....	Wheeling, W. Va.
Jno. Birch.....	Claysville, Pa.
A. J. Pannel.....	Wheeling, W. Va.
S. Brady.....	Wheeling, W. Va.
Wm. Workman, President.....	Washington, Pa.
Jos. Henderson, Secretary and Treasurer.....	Washington, Pa.
Wm. D. Burton, Superintendent.....	Washington, Pa.

(No. 42.)

HUNTINGDON AND BROAD TOP MOUNTAIN.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared B. Andrews Knight, president, and J. P. Aertsen, treasurer, of the Huntingdon and Broad Top Mountain railroad and coal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) B. ANDREWS KNIGHT, *President.*
 J. P. AERTSEN, *Treasurer.*

Sworn, affirmed and subscribed before me, }
 this 4th day of December, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law: Common, \$800,000; preferred, \$300,000, and by merger of Bedford railroad, \$250,000.

Amount of stock subscribed: Common, 12,319 shares; preferred, 4,244 shares.

Amount paid in as by last report: Common, \$494,380 03; preferred \$195,000.

Total amount now paid in of capital stock: Common, \$494,380 03; preferred, \$212,200.

Funded debt, as per last report, including purchase of Bedford railroad..... \$1,810,044 94

The amount now of funded debt, (classified and date of maturity,) as follows:

1st mortgage bonds, (date of maturity, Sept. 30, 1870,)..... \$416,000 00

2d mortgage bonds, (date of maturity, Feb. 1, 1875,) 367,500 00

3d mortgage bonds, (date of maturity, March 31, 1895,) 991,000 00

Scrip, &c 153,114 16

1,927,614 16

Rate per cent. per annum of interest on funded debt; 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; 3d mortgage, 7 per cent.

Date and rate per cent. per annum of dividend or dividends: None; on scrip, 6 and 7 per cent.

Number of shares of stock: 12,319 common, 4,244 preferred.

Par value of each share..... \$50 00

Amount of capital on which the respective dividends were declared None.

COST OF ROAD AND EQUIPMENT.

By last report. By present report.

Construction and equipment: In account on books, including shops, engines, cars, &c..... \$2,201,675 24 \$2,202,147 02

CHARACTERISTICS OF ROAD.

Length of main line of road, from Huntingdon to Mount Dallas	44 miles.
Length of main line of road in Pennsylvania.....	44 "
Length of road laid.....	44 "
Length of double track of road	None.
Length of sidings	12 miles.
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track.....	60 and 56 lbs.
Branch roads owned by the company, and their length, viz: Shoup's Run, 9¼ miles; Six Mile Run, 4½ miles, and Sandy Run, 1 mile.	
Roads worked or leased by the company	None
Number of engine houses and shops: 3 engine houses; 2 shops.	
Number of engines	15
Number of first class passenger cars, (rated as eight wheel cars,)	3
Number of baggage, mail and express cars, (rated as eight wheel cars,)	3

Number of freight cars, (rated as eight wheel cars,)	8
Number of coal cars, (rated as eight wheel cars,)..	50
Number of iron bridges	None.
Number of wooden bridges, (total length in ft., 9,652,)	40
Number of railroads crossed	None.
Number of stations on main road	13
Number of wood and water stations on main road,	8
Number of tunnels	None.
How is track laid, and on what foundation? On white oak cross-ties, ballasted in part with broken sandstone.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	46,558
Number of miles run by freight and coal trains...	145,219
Number of through passengers for the year on main road	5,354
Number of passengers (all classes) carried in cars,	32,254
Number of tons of 2,000 lbs. of through freight for the year on main road	6,224
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	404,297
Average rate of speed adopted by ordinary passen- ger and express trains, including stops, (miles per hour,)	14
Average rate of speed adopted by freight trains, including stops	10
Weight of first class passenger engines	28 tons.
Weight of freight engines	32 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868	2, 113	June, 1869	2, 515
December, 1868	2, 092	July, 1869	3, 875
January, 1869	1, 932	August, 1869	5, 442
February, 1869	1, 886	September, 1869	2, 774
March, 1869	2, 266	October, 1869	2, 789
April, 1869	2, 399		
May, 1869	2, 171	Total	32, 254

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	389	Live stock	590
Bituminous coal.....	355,608	Lumber.....	4,955
Pig iron	3,655	Other articles.....	8,156
Iron and other ores.....	27,215		
Lime and limestone.....	3,729	Total ..	<u>404,297</u>

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	4 cents.
For first class way passengers.....	4 "
For second class through passengers.....	4 "
For second class way passengers	<u>4 "</u>

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, about	3½ cents.
For through coal, about	1⅔ "
For local freight, about	12 "
For local coal, about.....	<u>3 "</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings	\$55,985 49	.....	\$55,985 49
Taxes on real estate	865 70	.....	865 70
Total	56,851 19	.....	56,851 19
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$38,903 48	\$4,850 00	\$34,053 48
Repairs of passenger and baggage cars	577 27	577 27	.....
Repairs of freight cars	3,803 90	.....	3,803 90
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	9,570 47	156 86	9,413 61
Total	52,945 12	5,584 13	47,360 99
OPERATING THE ROAD.			
Office expenses, stationery, &c.	\$737 51	\$291 00	\$445 91
Agents and clerks	5,236 33	3,121 33	2,115 00
W. d and water station attendance	609 33	.....	609 33
Conductors, baggage masters and brakemen	17,956 61	3,000 36	14,956 25
Engineers and firemen	13,917 21	3,182 01	10,735 20
Fuel and cost of preparing for use	17,955 23	2,992 50	14,962 73
Oil and waste for engines and tenders, passenger, baggage and freight cars	4,552 80	.....	4,552 80
Use of freight cars	2,017 27	1,522 77	494 50
Damage to property, including damage by fire and cattle killed on road, and loss and damage of goods	688 45	157 79	530 66
General superintendence	2,324 97	.....	2,324 97
Total	65,995 73	14,208 36	51,727 37

RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Miscellaneous.	Total.
November, 1868.....	\$1,586 06	\$18,999 67	\$265 50	\$691 70	\$21,542 93
December, 1868.....	1,703 68	17,627 47	265 50	468 85	20,065 50
January, 1869.....	1,521 65	19,940 55	265 50	662 23	22,389 93
February, 1869.....	1,367 64	15,935 50	265 50	374 30	17,942 94
March, 1869.....	1,814 62	17,995 66	265 50	472 90	20,548 68
April, 1869.....	1,940 93	21,075 20	265 50	668 47	23,950 10
May, 1869.....	1,773 59	21,710 30	265 50	954 83	24,704 22
June, 1869.....	1,940 21	27,149 70	265 50	618 41	29,973 82
July, 1869.....	3,081 97	24,711 29	265 50	660 94	28,719 70
August, 1869.....	4,472 65	21,648 40	265 50	851 84	27,238 39
September, 1869.....	3,143 63	24,382 63	265 50	922 79	28,714 55
October, 1869.....	2,716 61	23,306 92	265 50	345 26	25,773 52
Total.....	27,063 24	254,483 29	3,186 00	7,692 52	291,564 28
Less.....				800 77	
				6,835 75	

Summary of payments :

As the company's fiscal year ends December 31, 1869, the following is an approximate of payments to November 1, 1869 :

For construction and equipment, maintaining and operating the road, dividends, interest, miscellaneous, surplus funds, State tax on capital stock and tonnage, United States tax and total amount of surplus fund \$285,682 00

Cost of transportation :

What express companies run on your road, and on what terms ?
Adam express company, at \$60 per month.

What transportation or freight companies run on your road, and on what terms ? None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Rathmell Wilson	Philadelphia.
James W. Paul	Philadelphia.
James Long.....	Philadelphia.
Wm. Whitaker.....	Philadelphia.
Samuel J. Christian.....	Philadelphia.
Jos. H. Trotter.....	Philadelphia.
C. D. Invilliers.....	Philadelphia.
Edw'd Roberts	Philadelphia.
John Devereux.....	Philadelphia.
John B. Wood	Philadelphia.
Win. Cummings.....	Philadelphia.
A. P. Wilson	Huntingdon.
B. Andrews Knight, President	Philadelphia.
J. P. Acrisen, Secretary and Treasurer.....	Philadelphia.
John M'Killips, Superintendent.....	Huntingdon.

(No. 43.)

IRONTON.

STATE OF PENNSYLVANIA, }
Lehigh County, } ss:

Personally appeared Eli J. Saeger, president, and C. S. Wurts, treasurer, of the Ironton railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) ELI J. SAEGER, *President.*

CHAS. STEWART WURTS, *Treasurer.*

Sworn and subscribed before me, this }
 12th day of November, 1869. }

JOSHUA STAHLER, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	400,000 00
Amount paid in as by last report.....	400,000 00
Total amount now paid in of capital stock	400,000 00
Funded debt, as per last report.....	150,000 00
The amount now of funded debt, (classified and date of maturity,) as follows.....	130,000 00
1st mortgage bonds, (date of maturity, May 1, 1875,)	130,000 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	130,000 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Number of shares of stock	8,000
Par value of each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$250,000 00	\$250,000 00
Equipment.....	18,000 00	18,000 00
Total cost.....	<u>268,000 00</u>	<u>268,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Coplay to Iron- ton and Orefield.....	10 miles.
Length of main line of road in Pennsylvania	10 "
Length of road laid	11 "
Length of double track of road.....	11 "
Length of sidings	4 "
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track.....	50 and 57 lbs.
Number of engine houses and shops.....	1
Number of engines	2
Number of first class passenger cars, (rated as eight wheel cars,)	None.
Number of baggage, mail and express cars, (rated as eight wheel cars,)	None.
Number of freight cars, (rated as eight wheel cars,) ..	None.
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 150,)	5
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road	None.
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclu- sive of road way	\$249,500 00
Number of tunnels	<u>None.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	None.
Number of miles run by freight trains	11

Number of miles run by coal trains	None.
Number of through passengers for the year on main road.....	None.
Number of passengers (all classes) carried in cars,	None.
Number of tons of 2,240 lbs. of through freight for the year on main road and gross amount of tonnage for the year, (2,240 lbs. per ton,)	<u>102,754⁰⁹</u>

The amount of freight, specifying the quantity in tons, gross :

Anthracite coal.....	6,356.10	Other articles.....	1,648.17
Iron and other ores.....	75,694.10		
Lime and limestone.....	19,054.12	Total.....	<u>102,754.09</u>

The rate per ton (of 2,000 lbs.) per mile charged for freight:

For through freight.....	3 to 10 cents.
For through coal	3 to 10 cents.
For local freight.....	3 to 10 cents.
For local coal	<u>3 to 10 cents.</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build-ings.....	\$4,148 83
Taxes on real estate	967 61
Total.....	<u>5,116 44</u>

Repairs of machinery :

Repairs of engines and tenders	<u>\$143 26</u>
--------------------------------------	-----------------

Operating the road :

Engineers and firemen	\$4,229 70
Coal.....	1,525 40
Oil and waste for engines and tenders	538 90
Contingencies.....	387 08
Total.....	<u>6,681 08</u>

RECEIPTS FROM FREIGHT.

November, 1868.....	\$3,332 74	June, 1869.....	\$1,805 61
December, 1868.....	2,764 77	July, 1869.....	2,585 28
January, 1869.....	3,088 55	August, 1869.....	3,046 59
February, 1869.....	2,766 64	September, 1869.....	3,281 75
March, 1869.....	2,388 26	October, 1869.....	2,614 39
April, 1869.....	2,415 45		
May, 1869.....	2,271 54	Total.....	<u>32,361 57</u>

Summary of payments :

For construction and equipment, (transportation department,).....	\$6,824 34
For maintaining the road.....	4,148 83
For dividends.....	None.
For tolls and mileage.....	1,736 17
For State tax on capital stock and tonnage: Tax on stock, \$750 00; tonnage tax, \$2,468 50; tax on gross receipts, \$268 30.....	3,486 80
For United States tax.....	262 50
Total.....	<u>16,458 64</u>

Cost of transportation:

Cost per ton freight per mile, proximate average... 3 to 10 cents.

What express companies run on your road, and on what terms?
None.

What transportation or freight companies run on your road, and on what terms? None.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Robert Lenox Kennedy.....	New York.
Henry M. Alexander.....	New York.
Eli J. Saeger.....	Allentown, Pa.
Robert M'Allister.....	Allentown, Pa.
Chas. Stewart Wurts.....	Philadelphia.
Eli J. Saeger, President.....	Allentown, Pa.
Chas. Stewart Wurts, Secretary and Treasurer.....	Philadelphia.
Robert M'Allister, Superintendent.....	Allentown, Pa.

(No. 44.)

JAMESTOWN AND FRANKLIN.

STATE OF PENNSYLVANIA, }
Mercer County, } ss :

Personally appeared James Miles, president, and Sam. Hines, assistant treasurer, of the Jamestown and Franklin railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAMES MILES, *President.*
 SAM. HINES, *A. Treasurer.*

Sworn and subscribed before me, this }
 23d day of November, 1869. }

A. S. THROOP, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	632,350 00
Amount paid in as by last report.....	602,827 50
Total amount now paid in of capital stock	603,077 50
Funded debt, as per last report.....	500,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, various dates to Jan. 1, 1897,) \$500,000 00	
2d mortgage bonds, (date of maturity, June 1, 1894,).....	500,000 00
	<hr/> 1,000,000 00
Floating debt, as by last report	589,641 71
The amount now of floating debt.....	688,228 27
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7; 2d mortgage, 7.	
Date and rate per cent. per annum of dividend or dividends: No dividends declared.	
Number of shares of stock.....	20,000
Par value of each share	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$1,643,127 69</u>	<u>\$1,765,247 69</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, including extension from Franklin to Latona, now in process of construction, by the route we shall be compelled to take, about.....	56 $\frac{1}{4}$ miles.
Length of road laid, Jamestown to Franklin.....	43 $\frac{1}{4}$ "
Length of sidings.....	2 $\frac{1}{2}$ "
Gauge of road.....	4 ft. 10 inches.
Weight of rail per yard on main track.....	55 and 60 lbs.
Branch roads owned by the company, and their length, viz: One coal branch at Stoneboro' mines, 1 $\frac{1}{2}$ miles long.	
Number of engine houses and shops: Four engine houses and one shop.	
Number of wooden bridges, (total length in feet, 810,)	8
Number of railroads crossed: One, Atlantic and Great Western.	
Number of stations on main road.....	12
Number of wood and water stations on main road,	7
Value of real estate held by the company, exclusive of road way.....	\$35,000 00
Number of tunnels, (not completed, on extension from Franklin to Latona).....	1
How is track laid, and on what foundation? Oak ties and gravel ballast.	

The company is engaged in constructing an extension of its road, from Franklin to Latona, Venango county, for which purpose, by authority of law, \$500,000 second mortgage bonds have been issued. The work is not advanced far enough to enable a satisfactory report of the characteristics of that part of the road to be made.

This road is operated by the Lake Shore and Michigan Southern railway company, with its own equipment, and most of the data required will be furnished by that company with its own return.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
P. H. Watson	Ashtabula, O.
George B. Ely	Cleveland, O.
William Collins	Cleveland, O.
James Bleakley	Franklin, Pa.
J. S. M'Calmont	Franklin, Pa.
George H. M'Intire	Franklin, Pa.
James Miles, President	Miles Grove, Erie co., Pa.
P. H. Watson, Secretary	Ashtabula, O.
George B. Ely, Treasurer	Cleveland, O.
George H. M'Intire, Superintendent	Franklin, Pa.
Sam. Hines, Ass't Treasurer	Stoneboro', Pa.

(No. 45.)

JUNCTION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Isaac Hinckley, president, and John Tucker, treasurer, of the Junction railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) ISAAC HINCKLEY, *President.*
 JOHN TUCKER, *Treasurer.*

Sworn and subscribed before me, this }
 24th day of December, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$250,000 00
Amount of stock subscribed	180,250 00
Amount paid in as by last report	180,250 00
Total amount now paid in of capital stock.....	180,250 00
Funded debt, as per last report	800,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1st July, 1882,)	\$500,000 00
2d mortgage bonds, (date of maturity, 1st April, 1900,).....	300,000 00
	<hr/> 800,000 00
Total amount now of floating and funded debt....	800,000 00
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Number of shares of stock.....	3,605
Par value of each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	\$892,751 43	\$898,324 25

CHARACTERISTICS OF ROAD.

Length of main line of road, from Belmont to Gray's Ferry	$4\frac{62}{100}$ miles.
Length of road laid.....	$4\frac{62}{100}$ "
Length of double track of road.....	$4\frac{62}{100}$ "
Length of sidings	4,477 feet.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	67 pounds.
Number of iron bridges, (total length in feet, 425,)	4
Number of railroads crossed: West Chester and Philadelphia railroad and Pennsylvania railroad.	
Number of tunnels, (length, 750 feet,)	1
How is track laid, and on what foundation? On stone ballast; white oak cross-ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN

Number of miles run by passenger trains	3,952
Number of miles run by freight and coal trains...	12,520
Number of through passenger for the year on main road, and passengers (all classes) carried in cars	225,150
Number of tons of 2,000 lbs. of through freight, and gross amount of tonnage for the year on main road	1,209,915
Average rate of speed adopted by ordinary passenger and express trains, including stops, (miles per hour,).....	12
Average rate of speed adopted by freight trains, including stops, (miles per hour,).....	8

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	16,800	June, 1869.....	17,825
December, 1868.....	17,875	July, 1869.....	19,975
January, 1869.....	17,225	August, 1869.....	18,050
February, 1869.....	16,550	September, 1869.....	18,950
March, 1869.....	26,625	October, 1869.....	18,950
April, 1869.....	18,400		
May, 1869.....	17,925	Total.....	<u>225,150</u>

Receipts on construction and equipment account.. None.

RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Miscellaneous.	Total.
November, 1868.....	\$1,075 20	\$6,054 00	.....	\$26 00	\$7,155 20
December, 1868.....	1,144 00	5,504 40	.....	23 00	6,671 40
January, 1869.....	1,102 40	4,823 48	.....	301 44	6,227 32
February, 1869.....	1,059 20	4,967 22	\$78 12	23 00	6,127 54
March, 1869.....	1,704 00	6,485 00	.....	211 00	8,400 00
April, 1869.....	1,179 20	8,046 52	.....	273 20	9,498 92
May, 1869.....	1,147 20	6,347 10	.....	167 30	7,661 60
June, 1869.....	1,140 80	6,904 86	4,320 00	145 00	12,510 66
July, 1869.....	1,278 40	8,135 52	.....	103 60	9,517 52
August, 1869.....	1,155 20	10,754 02	.....	53 90	11,963 12
September, 1869.....	1,213 25	9,949 48	540 00	73 80	11,776 53
October, 1869.....	1,226 30	8,758 80	.....	117 60	10,102 70
Total.....	14,425 15	86,730 40	4,938 12	1,518 84	<u>107,612 51</u>

Summary of payments :

For construction and equipment.....	\$5,572 82
For maintaining and operating the road	45,018 98
For interest.....	48,720 00
For miscellaneous	4,354 45
For State tax on capital stock and tonnage, and coupons	1,632 87
For United States tax.....	900 00
Total	<u>106,199 12</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley	Philadelphia.
J. E. Thomson.....	Philadelphia.
A. Whitney.....	Philadelphia.
John Tucker.....	Philadelphia.
F. E. Gowen	Philadelphia.
Isaac Hinckley ..	President.
Joseph Lesley	Secretary.
John Tucker.....	Treasurer.
G. C. Franciscus.....	Superintendent.

(No. 46.)

LACKAWANNA AND BLOOMSBURG.

City and County of New York, ss :

Personally appeared Samuel Sloan, vice president, and A. J. Odell, treasurer, of the Lackawanna and Bloomsburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) SAM. SLOAN, *Vice President.*
A. J. ODELL, *Treasurer.*

Sworn and subscribed before me, this }
22d day of November, 1869. }

JOHN VINCENT, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,900,000 00
Amount of stock subscribed.....	1,335,000 00
Amount paid in as by last report.....	1,335,000 00
Total amount now paid in of capital stock	1,335,000 00
Funded debt, as per last report	2,248,090 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity,) January 1, 1875	\$900,000 00
Do., March 1, 1885.....	400,000 00
2d mortgage bonds, (date of maturity,) April 15, 1880	500,000 00
Do., May 15, 1890	200,000 00
Income bonds, January 1, 1871 ...	200,000 00
	————— 2,200,000 00
Floating debt, as by last report	68,619 00
The amount now of floating debt, (partially estimated,).....	125,000 00
Total amount now of floating and funded debt....	2,325,000 00

Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; income, 10 per cent.

Date and rate per cent. per annum of dividend or dividends

None.

Number of shares of stock

26,700

Par value of each share

\$50 00

Amount paid in on each share

50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, (partially estimated for 1869,)	\$3,231,357 64	\$3,320,000 00
Equipment, (partially estimated for 1869,).....	521,772.40	550,000 00
Total cost.....	<u>3,753,130 04</u>	<u>3,870,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Scranton to Northumberland	80 miles.
Length of main line of road in Pennsylvania.....	80 “
Length of road laid.....	80 “
Length of double track of road: No double track, but 22 miles with three rails.	
Length of sidings	16½ “
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track.....	56 to 70 lbs.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	9
Number of engines	24
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$2,800,).....	9
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,200,).....	3

Number of freight cars, rated as eight wheel cars, (average cost of each, \$520,).....	139
Number of coal cars, rated as four wheel cars, (average cost of each, \$200,).....	1,589
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 1,880,).....	9
Number of stone bridges, (total length in feet, 150,).....	3
Number of railroads crossed: Two at grade, and pass under Catawissa railroad.	
Number of stations on main road.....	28
Number of wood and water stations on main road,	9
Value of real estate held by the company, exclusive of road way.....	Cannot say.
Number of tunnels.....	None.
How is track laid, and on what foundation? Cross-ties and gravel ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	134,240
Number of miles run by freight trains	86,200
Number of miles run by coal trains.....	355,696
Number of through passengers for the year on main road.....	12,788
Number of passengers (all classes) carried in cars,	253,828
Number of tons of 2,000 lbs. of through freight for the year on main road.....	28,923
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,688,437
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops.....	20
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines	25 tons.
Weight of freight engines.....	35 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868	19,022	June, 1869.....	21,639
December, 1868.....	16,822	July, 1869.....	26,116
January, 1869.....	17,055	August, 1869.....	28,137
February, 1869.....	16,028	September, 1869	26,934
March, 1869.....	16,289	October, 1869	25,928
April, 1869.....	19,089		
May, 1869.....	20,769	Total	<u>253,828</u>

The amount of freight, specifying the quantity in tons:

Anthracite coal	1,448,791	Manufactures	85,275
Pig, railroad and other iron or castings	72,000	Total.....	<u>1,688,437</u>
Lime and limestone.....	82,371		

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers	3 cts. and tax.
For first class way passengers	<u>3½ "</u>

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight.....	2 to 3 cents.
For through coal.....	2 "
For local freight.....	3½ "
For local coal	<u>2½ "</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings, and taxes on real estate.....	<u>\$243,326 30</u>
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Repairs of machinery:

Repairs of engines and tenders	\$45,313 96
Repairs of passenger, baggage, freight and coal cars	<u>108,621 21</u>
Total.....	<u>153,935 17</u>

Operating the road :

Office expenses, stationery, &c	\$1,070 87
Agents and clerks, labor, (loading and unloading freight,) porters, watchmen and switch tenders, wood and water station attendance	23,727 87
Conductors, baggage masters and brakemen	30,224 92
Engineers and firemen	42,294 37
Fuel, and cost of preparing for use	36,207 05
Oil and waste for engines and tenders, passenger, baggage and freight cars	6,643 44
Loss and damage of goods and baggage	1,656 34
Use of freight cars	13,473 66
Damage for injury of persons	211 63
General superintendence	5,757 61
Contingencies	34,690 35
Total	195,958 11

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Total.
November, 1868	\$10,402 45	\$66,577 97	\$1,058 54	\$78,038 96
December, 1868	9,879 03	68,233 26	1,107 13	79,219 42
January, 1869	9,831 72	67,047 56	855 98	77,735 26
February, 1869	9,242 48	69,755 42	858 46	79,856 36
March, 1869	10,851 63	81,570 92	892 57	93,315 12
April, 1869	11,270 25	83,933 12	855 00	96,058 37
May, 1869	11,055 08	57,987 73	843 19	69,886 00
June, 1869	12,851 84	29,976 62	500 62	43,329 08
July, 1869	13,737 40	72,386 91	500 63	86,624 94
August, 1869	15,189 45	76,358 46	500 62	92,048 53
September, 1869	15,105 20	60,545 68	500 63	76,151 51
October, 1869	13,198 07	80,870 28	500 62	94,568 97
Total	142,614 60	815,243 93	8,973 99	966,832 52

Summary of payments :

For construction and equipment, (partly estimated,)	\$116,869 96
For maintaining and operating the road	593,219 58
For interest	169,255 92
For State tax on capital stock and tonnage	14,454 37
For United States tax	2,498 76
Total	896,298 59

Cost of transportation :

Cost per passenger per mile, proximate average: Cannot tell.

Cost per ton freight per mile, proximate average: Cannot tell.

What express companies run on your road, and on what terms? Delaware, Lackawanna and Western express.

What transportation or freight companies run on your road, and on what terms? None.

ACCIDENTS.

	Killed.	Injured.
Employees	3	0
Others	3	2
	<hr/> 6 <hr/>	<hr/> 2 <hr/>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1868.

November 30. Christian Miller, struck by train switching in Kingston yard and fatally injured.

December 9. William Blatchley, brakeman, caught between cars while coupling, at Rupert. Killed.

December 14. Miss Jennie Jones, caught foot in a cattle guard at West Pittston; run over. Leg amputated.

1869.

January 7. J. H. Lattimer, found on track, Kingston yard, dead. Supposed to have been run over by freight train.

January —. Aright Campbell, brakeman, fatally injured while jumping from train entering switch wrong.

March 15. James Jones, (colored,) in attempting to cross track at Hunlock creek, run over and fatally injured.

September 9. ——— Evans, pushed under cars by crowd at Pittston and killed.

September 16. Robert Morgan, boy, eight years old, attempting to get on coal train at Danville, fell and was run over. Leg amputated.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Moses Taylor.....	New York.
John Brisbin.....	Newark, N. J.
J. H. Scranton.....	Scranton, Pa.
Samuel Hoyt.....	Kingston, Pa.
John C. Phelps.....	Wilkesbarre, Pa.
W. R. Storrs.....	Scranton, Pa.
James Blair.....	Scranton, Pa.
T. F. Atherton.....	Wilkesbarre, Pa.
D. G. Driesbach.....	Beach Haven, Pa.
P. Pettibone.....	Wyoming, Pa.
A. T. McClinton.....	Wilkesbarre, Pa.
Samuel Sloan.....	New York.
James Archbald, President.....	Scranton, Pa.
Samuel Sloan, Vice President.....	New York.
F. F. Chambers, Secretary.....	New York.
A. J. Odell, Treasurer.....	New York.
D. T. Bound, Superintendent.....	Kingston, Pa.

(No. 47.)

LAKE SHORE.

STATE OF OHIO, }
Cuyahoga County, } ss:

Personally appeared J. H. Devereux, president, and George B. Ely, treasurer, of the Lake Shore railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. H. DEVEREUX, *President.*

GEO. B. ELY, *Treasurer.*

Sworn and subscribed before me, this }
 25th day of November, 1869. }

WM. CROWELL, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$15,000,000 00
Amount of stock subscribed.....	15,000,000 00
Amount paid in as by last report.....	8,750,000 00
Total amount now paid in of capital stock.....	15,000,000 00
Funded debt, as per last report.....	2,500,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
C. P. and A. Sunbury bonds, (due July, 1874,)	\$500,000 00
C. P. and A. registered bonds, (due January, 1880,).....	1,000,000 00
C. P. and A. third mortgage bonds, (due October, 1892,)	1,000,000 00
C. and T. sinking fund bonds, (due July, 1885,)	2,014,000 00
C. and T. mortgage bonds of 1866, (due April, 1886,)	864,000 00
C. and T. income bonds, (due September, 1870,).....	5,000 00
Junction railroad, 1st mortgage, 2d divs. bonds, (due 1872,)	116,000 00
	<hr/>
	5,499,000 00

Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt...	\$5,499,000 00
Rate per cent. per annum of interest on funded debt, all	7 per cent.
Date and rate per cent. per annum of dividend or dividends: January 2, $4\frac{1}{2}$ per cent., free of government tax, cash; April 20, 10 per cent. in bonds.	
Number of shares of stock	300,000
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u>15,000,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$3,882,089 64	\$16,788,882 85
Equipment	986,337 49	2,218,855 04
Total	<u>4,868,427 13</u>	<u>*19,007,737 89</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Erie to Toledo ..	208 $\frac{239}{1000}$ miles.
Length of main line of road in Pennsylvania.....	25 $\frac{534}{1000}$ "
Length of road laid.....	405 $\frac{171}{1000}$ "
Length of double track of road	30 $\frac{192}{1000}$ "
Length of sidings	73 $\frac{603}{1000}$ "
Gauge of road	4 feet $9\frac{1}{2}$ in.
Weight of rail per yard on main track	60 pounds.
Branch roads owned by the company, and their length, viz: Sandusky branch, $34\frac{928}{1000}$ miles;	
Graytown branch, $8\frac{929}{1000}$ miles.	
Roads worked or leased by the company, viz:	
Jamestown and Franklin railroad	48 $\frac{680}{1000}$ miles.
Number of engine houses and shops.....	13
Number of engines	83

* Includes the Cleveland and Toledo railroad.

Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$5,000)	53
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,800,)	26
Number of freight cars, rated as eight wheel cars, (average cost of each, \$750,).....	1,974
Number of coal cars, rated as eight wheel cars, (average cost of each, \$500,).....	200
Number of iron bridges, (total length in feet, 674,)	3
Number of wooden bridges, (total length in feet, 4,334,).....	24
Number of stone bridges, (total length in feet, 372,)	1
Number of railroads crossed	8
Number of stations on main road	40
Number of wood and water stations on main road,	26
Value of real estate held by the company, exclusive of road way	\$102,339 18
How is track laid, and on what foundation? Laid on oak ties, fish plate and chairs; ballasted with gravel and broken stone.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	413,019
Number of miles run by freight trains	850,987
Number of miles run by coal trains	85,050
Number of through passengers for the year on main road.....	222,145
Number of passengers (all classes) carried in cars,	523,544
Number of tons of 2,000 pounds of through freight for the year on main road.....	758,966
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,149,089
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	22
Average rate of speed adopted by express trains, including stops.....	28
Average rate of speed adopted by freight trains, including stops.....	10

Weight of first class passenger engines	29 tons.
Weight of freight engines	29 tons.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868	89,216	April, 1869.....	77,500
December, 1868.....	81,914	May, 1869.....	80,083
January, 1869.....	61,947		
February, 1869.....	58,947	Total	523,544
March, 1869	73,937		

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal,	186,927	Agricultural products.....	269,056
Petroleum.....	25,402	Merchandise.....	198,685
Railroad iron.....	14,443	Live stock.....	129,712
Other iron or castings.....	46,964	Lumber	59,681
Iron and other ores	26,565	Other articles	157,054
Stone and sand.....	27,612		
Lime and limestone... ..	6,988	Total	1,149,089

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers	2½ cents.
For first class way passengers	3¼ “
For second class through passengers.....	1¾ “
For second class way passengers	2 “

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight.....	1¾ cents.
For through coal	1¼ “
For local freight	3¼ “
For local coal	1½ “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transporta'n.
Repairs or maintenance of way, including buildings.....	\$639,842 45	\$236,192 48	\$593,649 97
Taxes on real estate.....	131,926 63	59,473 30	72,453 33
Total.....	761,769 08	295,665 78	466,103 30
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$82,618 51	\$30,921 35	\$51,697 16
Repairs of passenger and baggage cars.....	46,483 63	46,483 63	.....
Repairs of freight cars.....	205,747 18	.....	205,747 18
Total.....	334,849 32	77,404 98	257,444 34
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$90,771 62	\$34,039 35	\$56,732 27
Agents and clerks, labor—loading and unloading freight.....	201,714 31	97,238 15	164,476 16
Porters, watchmen and switch tenders.....	35,074 99	15,692 11	19,382 88
Conductors, baggage masters and brakemen.....	106,344 93	42,448 31	63,896 62
Engineers and firemen.....	92,176 42	36,725 47	55,450 95
Fuel and cost of preparing for use.....	160,217 32	63,405 77	96,811 55
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	27,913 80	10,467 25	17,446 55
Loss and damage of goods and baggage.....	4,996 73	150 00	4,846 73
Use of freight cars.....	90,525 59	.....	90,525 59
Damage for injury of persons.....	9,961 06	8,324 17	1,636 89
Damage to property, including damage by fire and cattle killed on road.....	1,122 32	427 30	695 02
General superintendence.....	57,850 23	21,693 09	36,157 14
Contingencies, outside agents and advertising.....	42,786 49	32,097 99	10,688 50
Total.....	931,405 81	362,708 96	618,756 85

RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Total.
November, 1868.....	\$147,573 40	\$269,781 44	\$28,325 85	\$445,680 69
December, 1868.....	132,095 30	302,651 54	31,696 06	466,443 80
January, 1869.....	104,140 93	306,413 78	24,079 09	434,633 80
February, 1869.....	101,155 59	254,489 04	16,415 38	372,060 01
March, 1869.....	135,866 80	330,698 16	15,336 23	481,901 19
April, 1869.....	142,975 42	329,105 27	17,145 22	489,225 91
May, 1869.....	142,697 21	288,511 02	16,280 62	447,488 85
Total.....				3,137,434 25

Summary of payments :

For maintaining and operating the road	\$2,078,084 21
For dividends, (\$1,500,000 in bonds, balance cash,)	2,174,943 75
For interest.....	123,725 00
For miscellaneous, rents paid, &c	18,728 03
For surplus funds	143,188 15
For State tax on tonnage and dividends	8,677 75
For United States tax.....	90,087 36
Total.....	<u>4,637,434 25</u>

Total amount of surplus fund, June 1	<u>509,287 78</u>
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Cost of transportation :

Cost per passenger per mile, proximate average...	$1\frac{5.5}{100}$ cents.
Cost per ton freight per mile, proximate average..	$1\frac{2.0}{100}$ cents.

What express companies run on your road, and on what terms ? American Merchants' Union express company and the United States express company, at a fixed rate per day for a certain tonnage, with a fixed rate for excess.

What transportation or freight companies run on your road, and on what terms ? Empire transportation company, at a fixed rate per ton.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	1	0
Employees.....	13	11
Others.....	3	4
	—	—
Total.....	17	15

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

Statement of accidents on the Lake Shore railway from November 1, 1868, to June 1, 1869 :

November 25, 1868. ——— Williams, arm broken by being struck by engine, at Cleveland. Other.

December 3, 1868. C. Shultz, killed by working train, near Toledo. Employee.

December 3, 1868. W. Lee, killed by working train, near Toledo. Employee.

December 3, 1868. Geo. Micklippe, arm and shoulder broken by working train, near Toledo. Employee.

December 8, 1868. John Hiland, killed by wood train, near Millbury. Laborer.

December 8, 1868. John Castello, killed by wood train, near Millbury. Laborer.

December 8, 1868. Thos. Malone, killed by wood train, near Millbury. Laborer.

December 8, 1868. Mike Elliott, leg broken by wood train, near Millbury. Laborer.

December 16, 1868. Henry Kemp, hand smashed, coupling cars. Brakeman.

December 3, 1868. Bernard Patton, killed by collision, at Townsend. Employee.

December 3, 1868. E. B. Willis, killed by collision, at Townsend. Passenger.

December 3, 1868. F. Butler, arm broken by jumping from engine, at Townsend. Fireman

December 10, 1868. Michael Connor, killed by falling on track and passenger train passing over him. Laborer.

January 12, 1869. Edward Tage, killed by falling through trap door on freight car, near Wakeman. Employee.

January 20, 1869. Unknown man, badly injured by being struck by engine while crossing track on Elyria bridge. Other.

February 6, 1869. E. D. Davis, killed by jumping from engine, at Wakeman. Employee.

February —. O. T. Ames, hand smashed, coupling cars. Employee.

John Faster, arm broken by crossing track, at Elyria. Other.

April 6, 1869. Jacob Linden, killed by being struck by passenger train while walking on track. Other.

S. T. Hoyt, finger smashed while coupling freight cars, at Rockport. Employee.

May 18, 1869. E. E. Tallman, badly hurt by being thrown from freight train, at Berea. Employee.

December 20, 1868. Adam Miller, killed in Erie yard by two engines coming together. Employee.

February 25, 1869. Pat. Ryan, run over by wood train, at Swanville. Employee.

November 8, 1868. J. Maney, legs smashed by being run over by freight train. Employee.

December 4, 1868. James Wilson, run over by freight train, at Painesville. Other.

December 20, 1868. Unknown man, killed at Wickliffe by being struck by engine. He was sitting on end of ties. Other.

January 6, 1869. James Duppin, run over in attempting to get off of Townsend's engine. Employee.

February 17, 1869. T. Mitchelson, killed at Wickliffe by running in front of night train. Employee.

May 4, 1869. Colin Campbell, killed at Cleveland shops by being struck by pony penguin. Other.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
A. Stone, Jr.....	Cleveland, O.
T. M. Kelley.....	Cleveland, O.
S. Witt.....	Cleveland, O.
George B. Ely.....	Cleveland, O.
H. B. Payne.....	Cleveland, O.
Wm. Collins.....	Cleveland, O.
J. W. Wetmore.....	Erie, Pa.
S. J. Randall.....	Philadelphia, Pa.
Chas. P. Wood.....	Auburn, N. Y.
H. E. Parson.....	Ashtabula, O.
Henry Rawle.....	Erie, Pa.
J. H. Wade.....	Cleveland, O.
J. H. Devereux.....	Cleveland, O.
J. H. Devereux, President.....	Cleveland, O.
Geo. B. Ely, Secretary and Treasurer.....	Cleveland, O.
Chas. Collins, Superintendent.....	Cleveland, O.

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY, }
Cleveland, O., November 25, 1869. }

J. F. HARTRANFT,

Auditor General:

DEAR SIR:—Herewith I hand you the required report for the Lake Shore railway company, comprising seven months of your fiscal year, viz: From November 1, 1868, to May 31, 1869, at which time the Lake Shore railway company went out of existence, it being consolidated with the Michigan Southern and Northern Indiana railroad company, forming the Lake Shore and Michigan Southern railway company, a report of which company, for the other five months of your fiscal year, viz: From June 1, to October 31, 1869, I am now preparing. The explanation of the large increase in the construction and equipment accounts, over last year, as by enclosed report, is this: It now includes the Cleveland and Toledo railroad, and last year it did not. * * *

Very respectfully yours,

C. P. LELAND, *Auditor.*

(No. 48.)

LAKE SHORE AND MICHIGAN SOUTHERN.

STATE OF OHIO, }
Cuyahoga County, } ss:

Personally appeared J. H. Devereux, first vice president, and Geo. B. Ely, assistant treasurer, of the Lake Shore and Michigan Southern railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. H. DEVEREUX, *Vice President.*

GEO. B. ELY, *Assistant Treasurer.*

Sworn and subscribed before me, this }
 20th day of December, 1869. }

WM. CROWELL, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$35,000,000 00
Amount of stock subscribed.....	35,000,000 00
Total amount now paid in of capital stock	35,000,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
C. P. and A. Sunbury bonds, due July, 1874	\$500,000 00
C. P. and A. registered, due January, 1880	1,000,000 00
C. P. and A. 3d mortgage, due October, 1892	1,000,000 00
C. and T. sinking fund, due July, 1885	2,014,000 00
C. and T. mortgage bonds of 1886, due April, 1886	864,000 00
C. and T. income bonds, due September, 1870	5,000 00
Junction railroad 1st mortgage, 2d divs. bonds, due December, 1872,	115,000 00

M. S. and N. I. 1st mortgage sinking fund bonds, due May, 1885,	\$5,256,000 00
M. S. and N. I. 2d mortgage, due November, 1877.....	2,693,000 00
M. S. and N. I. Goshen line bonds, due August, 1868.....	2,000 00
M. S. and N. I. Detroit, Monroe and Toledo bonds, due February, 1876	924,000 00
B. and E. bonds, 1st mortgage, due April, 1898.....	3,000,000 00
B. and E. bonds, 1st mortgage, due June, 1870	400,000 00
B. and E. bonds, 1st mortgage, due November, 1873	100,000 00
B. and E. bonds, 1st mortgage, due July, 1882	200,000 00
B. and E. bonds, 1st mortgage, due September, 1886	300,000 00
L. S. dividend bonds, due April, 1899	1,500,000 00
L. S. and M. S. sinking fund bonds, due October, 1879	2,000,000 00
Kalamazoo and White Pigeon ...	400,000 00
Schoolcraft and Three Rivers, 8 per cent.....	100,000 00
Kalamazoo and Schoolcraft, 8 per cent.....	100,000 00
Kalamazoo Allegan, 8 per cent ..	840,000 00
	<hr/>
	23,313,000 00
3d mortgage bonds	\$23,813,000 00
The amount now of floating debt	416,551 76
Total amount now of floating and funded debt..	23,729,551 76
Rate per cent. per annum of interest on funded debt: \$22,273,000 at 7 per cent.; \$1,040,000 at 8 per cent.; rate of interest given in list.	
Date and rate per cent. per annum of dividend or dividends: August 1.....	4 per cent

Number of shares of stock, November 1	350,000
Par value of each share	\$100 00
Amount paid in on each share.....	100 00
Amount of capital on which the respective dividends were declared	<u>27,725,600 00</u>

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$42,179,874 90
Equipment.....	<u>7,767,845 34</u>
Total cost.....	<u>49,947,720 24</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Buffalo to Chicago	539.97 miles.
Length of main line of road in Pennsylvania....	44.03 "
Length of road laid.....	1,223.72 "
Length of double track of road	36.29 "
Length of sidings	193.60 "
Gauge of road: Buffalo to Toledo, 4 feet 9½ in.; Toledo to Chicago, 4 feet 8½ in.	
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company, and their length, viz: Sandusky branch, 34.928 miles; Lenawee junction to Jackson, 41.90 miles; White Pigeon to Grand Rapids, 96 miles; Grayton, 8.929 miles; Air Line, 130.70 miles; Toledo to Detroit, 59.12 miles; Adrian to Monroe, 33.60 miles.	
Roads worked or leased by the company, viz: Jamestown and Franklin railroad.	
Number of engine houses and shops.....	47
Number of engines	241
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$5,000,).....	139
Number of second class, and emigrant cars.....	40

Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,800,)	58
Number of freight cars, rated as eight wheel cars, (average cost of each, \$750,).....	5,068
Number of coal cars, rated as eight wheel cars, (average cost of each, \$600,).....	323
Number of iron bridges, (total length in feet, 1,972,)	21
Number of wooden bridges, (total length in feet, 11,544,).....	177
Number of stone bridges, (total length in feet, 372,)	1
Number of railroads crossed.....	18
Number of stations on main road.....	99
Number of wood and water stations on main road,	75
Value of real estate held by the company, exclusive of road way: Included in construction.	
Number of tunnels, (length, 142 feet,).....	1
How is track laid, and on what foundation? On cross-ties, and on sand and gravel, ballasted with gravel and stone.	

DONIGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	811,785
Number of miles run by freight trains.....	1,413,541
Number of miles run by wood, gravel and construction trains.....	231,729
Number of through passengers for five months on main road.....	306,266
Number of passengers (all classes) carried in cars,	946,528
Number of tons of 2,000 lbs. of through freight for five months on main road.....	543,846
Gross amount of tonnage for five months, (2,000 lbs. per ton,).....	1,389,600
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)...	22
Average rate of speed adopted by express trains, including stops.....	28
Average rate of speed adopted by freight trains, including stops.....	10

Weight of first class passenger engines.....	29 tons.
Weight of freight engines.....	29 tons.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

June, 1869.....	155,340	September, 1869.....	250,259
July, 1869.....	154,760	October, 1869.....	229,518
August, 1869.....	156,651		
		Total.....	946,528

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal.....	267,145	Agricultural products.....	332,110
Petroleum.....	13,223	Merchandise.....	168,536
Sand stone.....	15,125	Manufactures.....	39,948
Railroad iron.....	21,692	Live stock.....	132,923
Other iron or castings, including pig.....	35,916	Lumber.....	107,601
Iron and other ores.....	65,406	Other articles.....	184,502
Lime and limestone.....	5,473	Total.....	1,389,600

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	2½ cents.
For first class way passengers.....	3¼ "
For second class through passengers.....	1¾ "
For second class way passengers.....	2 "

The rate per ton (of 2,000 lbs.) per mile charged for freight:

For through freight.....	1¾ cents.
For through coal.....	1¼ "
For local freight.....	3¼ "
For local coal.....	1½ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transpo'n.	Freight Transpo'n.
Repairs or maintenance of way, including buildings	\$1,145,166 83	\$458,068 73	\$687,100 10
Taxes on real estate.....	6,996 09	2,790 80	4,205 29
Total.....	1,152,162 92	460,857 53	691,305 39
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$187,531 40	\$75,012 56	\$112,518 84
Repairs of passenger and baggage cars	92,886 71	92,886 71	.....
Repairs of freight cars.....	159,254 30	.....	139,254 30
Total.....	419,672 41	167,899 27	251,773 14
OPERATING THE ROAD.			
Office expenses, stationery, &c.	\$50,117 26	\$20,060 16	\$30,067 10
Agents and clerks, labor—loading and unloading freight, porters, watchmen and switch tenders, wood and water station attendance	392,916 15	157,166 46	235,749 69
Conductors, baggage masters and brakemen.....	137,239 87	54,895 95	82,343 92
Engineers and firemen	154,100 90	61,640 36	92,460 54
Fuel and cost of preparing for use	276,600 09	110,672 50	166,007 59
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	53,024 08	21,209 63	31,814 45
Loss and damage of goods and baggage.....	7,561 86	1,000 00	6,560 86
Use of freight cars.....	138,512 99	.....	138,512 99
Damage for injury of persons.....	11,121 48	2,540 30	8,581 18
Damage to property, including damage by fire and cattle killed on road.....	4,096 78	1,510 32	2,586 46
General superintendence	74,943 92	29,777 20	45,166 72
Contingencies.....	124,972 35	49,988 80	74,983 55
Total.....	1,425,283 73	510,551 68	914,735 05

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
June, 1869	\$279,283 37	\$504,252 95	\$33,153 79	\$16,950 43	\$833,640 54
July, 1869	273,008 51	383,815 47	29,043 99	15,275 16	701,143 13
August, 1869	301,772 44	486,024 12	32,280 17	19,624 91	839,701 64
September, 1869	476,441 47	616,614 01	36,966 86	17,440 44	1,227,462 78
October, 1869	454,547 19	776,055 37	43,937 83	20,853 89	1,295,394 28
Total	1,785,052 98	2,846,761 92	175,382 64	90,144 83	4,897,342 37

Summary of payments:

For construction and equipment	\$1,568,545 80
For maintaining and operating the road	1,425,286 73
For dividends	1,114,275 00
For interest	663,985 00
For surplus funds	18,146 84
For State tax on capital stock and tonnage	230 56
For United States tax	106,872 44
Total	<u><u>4,897,342 37</u></u>

Cost of transportation:

Cost per passenger per mile, proximate average ..	1.55
Cost per ton freight per mile, proximate average,	<u><u>1.20</u></u>

What express companies run on your road and on what terms? American Merchants' Union express company and United States express company, at a regular rate per day for a fixed amount of freight, and a fixed rate for excess.

What transportation or freight companies run on your road, and on what terms? Empire transportation company, at fixed rates per ton; Red Line transportation company, White Line transportation company and South Shore line, at a pro rata division of earnings and expenses.

ACCIDENTS.

	Killed.	Injured.
Passengers	2	4
Employees	7	14
Others	14	2
Total	<u><u>23</u></u>	<u><u>20</u></u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1869.

June 5. W. Cramer, leg broken while loading iron at Laporte. Employee.

June 9. Unknown man, killed on road crossing at D. and M. junction. Other.

June 11. Frederick Thorn, killed while driving across track at Detroit. Other.

June 13. J. W. Cummings, foot crushed while switching cars at Laporte. Employee.

July 2. George Campbell, hand crushed while coupling cars at Cleveland. Employee.

July 9. John Dugan, killed by jumping from gravel train at Cleveland. Employee.

June 26. J. Creed, injured by falling from freight train at Toledo. Employee.

June 29. H. Zimmerman, killed by passenger train while running across track at Cleveland. Other.

July 5. Samuel Woodard, leg and foot crushed while walking on track at Burr Oak. Other.

July 3. Unknown man, killed by being run over by freight train between Sturgis and W. Pigeon. Other.

July 5. Pat. Lahay, injured by jumping from passenger train at Cleveland. Passenger.

July 1. Unknown woman, leg injured by stepping from train at Goshen. Passenger.

July 3. Henry Kane, hand hurt while coupling cars at Edgerton. Employee.

July 20. E. Murdock, hand injured while coupling cars at Edgerton. Employee.

July 3. Grantson Rich, killed by falling from train between Sturgis and W. Pigeon. Passenger.

August 4. Simon Flint, killed while coupling cars at Berea. Employee.

July 30. James Conley, killed while jumping on train at Sylvania. Other.

July 30. R. McKee, killed by unknown train at Jonesville. Other.

August 12. Mr. Green, killed by passenger train by jumping from train while in motion. Passenger.

June 16. Matilda Hoffman, killed by being run over by hand car. Other.

August 18. Jacob Villinger, badly injured by being struck by engine at Chicago. Other.

August 30. Mike McCann, leg injured while attempting to get on passenger train while in motion, at Elyria. Passenger.

September 4. George Powell, badly crushed while coupling cars at Cleveland. Employee.

August 23. Joseph Smith, killed by passenger train while walking on bridge at Olmsted Falls. Other.

August 31. H. Harvey, head and shoulders injured by jumping from engine near Pittsford. Employee.

August 31. David Lay, leg broken by jumping from engine near Pittsford. Employee.

September 2. Cecelia Courrier, killed by crossing in front of train at Detroit. Other.

September 11. Charles Morris, badly hurt by being thrown from train at Toledo. Employee.

September 21. Samuel Wilsey, leg crushed by jumping from train while in motion, at Bronson. Employee.

September 24. James Burns, killed by falling from train while in motion, near Corruna. Employee.

October 4. Unknown man, injured by jumping from train at Monroeville. Passenger.

October 6. John Kelley, killed by train while walking on track at Chicago. Other.

October 6. W. Patterson, killed by train while walking on track near Ligonier. Other.

October 16. George Knight, hand smashed while coupling cars at Berea. Employee.

October 6. Lizzie Scott, killed by train while lying on track at Fremont. Other.

October 15. Alex. Parker, foot crushed by working train. Employee.

October 13. D. Patterson, hand injured while coupling cars at Burr Oak. Employee.

October 8. Patrick Birgen, killed by unknown train going east, near Fairview. Other.

September 22. P. O'Hara, killed while uncoupling cars at Cleveland. Employee.

August 21. George Perkins, killed while uncoupling cars near Harbor Creek. Employee.

September 13. S. V. R. Hammond, killed by westward bound train, near Angola. Other.

October 29. N. T. Place, killed while coupling cars at Laporte. Employee.

October 24. B. F. Thomas, killed by falling from train while in motion, near Ridgeville. Employee.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
E. B. Phillips	Chicago, Ill.
J. H. Devereux	Cleveland, O.
Wm. Williams.....	Buffalo, N. Y.
J. H. Banker.....	New York.
Horace F. Clark.....	New York.
Augustus Schell	New York.
A. Stone, Jr.....	Cleveland, O.
H. B. Payne.....	Cleveland, O.
Wm. L. Scott.....	Erie, Pa.
Milton Courtright.....	Erie, Pa.
Alanson Robinson ..	New York.
J. H. Wade	Cleveland, O.
Albert Keep.....	Chicago, Ill.
E. B. Phillips, President	Chicago Ill.
J. H. Devereux, First Vice President	Cleveland, O.
Wm. Williams, Second Vice President.....	Buffalo, N. Y.
George B. Ely, Secretary	Cleveland, O.
J. H. Banker, Treasurer.....	New York.
George B. Ely, Assistant Treasurer.....	Cleveland, O.

(No. 49.)

LAWRENCE.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared Wm. M'Creery, president, and F. M. Hutchinson, treasurer, of the Lawrence railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

WM. M'CREERY, *President.*F. M. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of January, 1870. }

THOS. M. BLAIR, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law : Authorized by
 charter to increase from to time.

Amount of stock subscribed	\$260,450 00
Amount paid in as by last report	150,400 00
Total amount now paid in of capital stock	260,450 00
Funded debt, as per last report	360,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, Aug., 1895,)	360,000 00
Floating debt, as by last report	27,000 00
The amount now of floating debt	20,000 00
Total amount now of floating and funded debt....	380,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	5,209
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective divi- dends were declared	<u>None.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$399,409 66	\$614,869 34
Equipment	None.	None.
Total cost	<u> </u>	<u>614,869 34</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lawrence Junction to Youngstown, Ohio	17 $\frac{4}{10}$ miles.
Length of main line of road in Pennsylvania	8 $\frac{1}{10}$ "
Length of road laid	17 $\frac{4}{10}$ "
Length of double track of road.....	None.
Length of sidings	None.
Gauge of road	4 feet 10 in.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	1
Number of engines: Operated by P., F. W. and C. railway company.	
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 625,)	5
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road	10
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road way: Included in construction and equipment.	
Number of tunnels	None.
How is track laid, and on what foundation? Cross-ties, wrought chairs and ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUR.

Number of miles run by passenger trains : Operated

by P., F. W. and C. railway company.

Number of through passengers for the year on main road.....

None.

Number of passengers (all classes) carried in cars,

67,156

Number of tons of 2,000 lbs. of through freight for the year on main road.....

None.

Gross amount of tonnage for the year, (2,000 lbs. per ton,).....

176,642

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	4,593	June, 1869.....	5,622
December, 1868.....	5,613	July, 1869.....	6,638
January, 1869.....	4,521	August, 1869.....	5,916
February, 1869.....	4,479	September, 1869.....	6,524
March, 1869.....	5,483	October, 1869.....	6,426
April, 1869.....	5,435		
May, 1869.....	5,906	Total.....	<u>67,156</u>

The amount of freight, specifying the quantity in tons :

Bituminous coal.....	10,946	Live stock.....	757
Pig iron and miscellaneous.....	78,794	Lumber.....	2,622
Railroad iron.....	6,748	Other articles.....	902
Agricultural products.....	1,557		
Merchandise.....	2,566	Total.....	<u>176,642</u>
Manufactures.....	71,720		

EXPENSES.

Maintaining the road or real estate of the corporation :

For passenger transportation.....	\$3,689 82
For freight transportation.....	7,379 64
Total.....	<u>11,069 46</u>

Repairs of machinery :

For passenger transportation.....	\$6,046 04
For freight transportation.....	12,092 07
Total.....	<u>18,138 11</u>

Operating the road :

For passenger transportation	\$7,855 75
For freight transportation	15,711 49
Total.....	<u>23,567 24</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders, sale of bonds and other sources, None.

RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Total.
November, 1868	\$1,825 35	\$6,296 10	\$336 67	.....
December, 1868	2,045 16	6,749 15	354 67	.....
January, 1869	1,763 55	6,531 90	346 66	.....
February, 1869	1,681 05	6,349 79	326 67	.....
March, 1869	2,067 10	7,174 32	356 67	.....
April, 1869	1,933 90	6,715 81	346 66	.....
May, 1869	2,086 50	6,751 52	346 67	.....
June, 1869	1,690 22	5,963 67	346 67	.....
July, 1869	932 01	2,429 08	142 67	.....
August, 1869	912 24	2,610 70	138 67	.....
September, 1869	825 56	3,193 55	138 67	.....
October, 1869	743 67	3,478 74	138 66	.....
Total.....	18,896 31	64,244 33	3,322 01	<u>\$86,462 65</u>

The decrease in earnings from July 1st is owing to the lease of the L. railroad company to the P., F. W. and C. railway company, allowing the L. railroad company 40 per cent. of earnings.

Summary of payments :

For construction and equipment	\$215,459 68
For maintaining and operating the road	52,774 81
For interest	26,359 20
For miscellaneous	5,700 57
Total.....	<u>300,294 26</u>

Cost of transportation :

What express companies run on your road, and on what terms ?
Reported by P., F. W. and C. railway company.

What transportation or freight companies run on your road, and on what terms ? None.

ACCIDENTS.

Reported by P., F. W. and O. railway company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. M'Creery	Pittsburg, Pa.
Wm. Harbaugh	Pittsburg, Pa.
Kent Jarvis	Massillon, O.
G. W. Cass	Pittsburg, Pa.
J. N. M'Cullough	Pittsburg, Pa.
Thos. D. Messler	Pittsburg, Pa.
Jno. Larwill	Wooster, O.
Wm. M'Creery	President.
F. M. Hutchinson	Secretary and Treasurer.

(No. 50.)

LEHIGH AND LACKAWANNA.

STATE OF PENNSYLVANIA, } ss:
Northampton County, }

Personally appeared Charles Brodhead, president of the Lehigh and Lackawanna railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) CHARLES BRODHEAD, *President.*

Sworn and subscribed before me, this }
 9th day of December, 1869. }

BENJ. F. SCHNELLER, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	375,100 00
Amount paid in as by last report.	375,100 00
Total amount now paid in of capital stock	375,100 00
Funded debt, as per last report.	300,000 00
The amount now of funded debt, (classified and date of maturity.) as follows:	
1st mortgage bonds, (date of maturity, February 1, 1897,)	300,000 00
The amount now of floating debt, about	40,000 00
Total amount now of floating and funded debt ...	340,000 00
Rate per cent. per annum of interest on funded debt,	
1st mortgage, 7 per cent. and State and United States taxes.	
Number of shares of stock	7,502
Par value of each share	\$50 00

COST OF ROAD AND EQUIPMENT.

Not ascertained, we having had no final settlement to this date with the Lehigh coal and navigation company, who completed our road.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bethlehem to Stroudsburg	36 miles.
Length of main line of road in Pennsylvania.....	36 "
Length of road laid.....	15 "
Length of double track of road.....	None.
Length of sidings.....	5,480 feet.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company, and their length.....	None.
Number of engine houses and shops.....	1
Number of engines used on road.....	1
Number of first class passenger cars, (rated as eight wheel cars,)	None.
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$2,500,)	1
Number of freight cars, (rated as eight wheel cars,)	None.
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 100,)	2
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road	3
Number of wood and water stations on main road,	1
Number of tunnels	None.
How is track laid, and on what foundation? Gravel ballast; wood cross-ties.	

This road was completed by the Lehigh coal and navigation company and is operated by them at net cost, under an agreement; all taxes will be paid by that company; all business items are furnished us by that company.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains	22,063
Number of through passengers for the year on main road	1,230
Number of passengers (all classes) carried in cars ..	8,091
Number of tons of 2,000 pounds of through freight for the year on main road	7,400
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	15,565
Average rate of speed adopted by ordinary passenger, express and freight trains, including stops, (miles per hour,)	12

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868	517	June, 1869	583
December, 1868.....A.....	424	July, 1869.....	901
January, 1869.....	360	August, 1869.....	1,227
February, 1869.....	592	September, 1869	903
March, 1869.....	1,058	October, 1869	147
April, 1869.....	691		
May, 1869.....	688	Total.....	8,091

The amount of freight, specifying the quantity in tons:

Anthracite coal	7,116	Agricultural products.....	171
Petroleum	10	Merchandize	925
Other iron or castings.....	44	Manufactures	329
Iron and other ores.....	393	Lumber	360
Slate	5,834	Other articles	134
Lime and limestone.....	248		
		Total.....	15,565

EXPENSES.

Maintaining the road or real estate of the corporation, repairs of machinery and operating the road,	<u>\$16,424 93</u>
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RECEIPTS.

Months.	Passengers.	Freight.	Total.
November, 1868.....	\$301 55	\$2,247 04	\$2,548 59
December, 1868.....	290 25	1,053 24	1,343 49
January, 1869.....	225 54	1,438 83	1,663 92
February, 1869.....	326 30	1,232 70	1,559 00
March, 1869.....	453 50	1,335 87	1,789 37
April, 1869.....	318 79	1,887 11	2,205 90
May, 1869.....	285 20	1,070 11	1,955 31
June, 1869.....	255 32	1,461 68	1,717 00
July, 1869.....	356 57	1,202 83	1,559 40
August, 1869.....	589 42	2,276 54	2,865 96
September, 1869.....	378 72	2,520 54	2,899 26
October, 1869.....	92 95	795 96	888 91
Total.....	3,874 11	19,122 00	22,996 11

Summary of payments :

For construction	\$15,353 35
For maintaining and operating the road	16,424 93
For State tax on tonnage	104 66
For United States tax.....	96 85

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address. .
Charles Brodhead.....	Bethlehem, Pa.
Augustus Wolle.....	Bethlehem, Pa.
Mendes Cohen.....	Philadelphia.
John P. Ilsley.....	Philadelphia.
Fisher Hazzard.....	Mauch Chunk, Pa.
Charles Brodhead, President.....	Bethlehem, Pa.
James Jenkins, Secretary.....	Bethlehem, Pa.
Felix W. Leinbach, Treasurer.....	Bethlehem, Pa.

(No. 51.)

LEHIGH AND SUSQUEHANNA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared E. W. Clark, president, and S. Shepherd, treasurer, of the Lehigh coal and navigation company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) E. W. CLARK, *President.*

SOLO'N SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of December, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

The Lehigh and Susquehanna railroad is owned by the Lehigh coal and navigation company, and has no separate organization, capital or debt.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$10,875,096 89	\$11,189,397 21
Equipment.....	2,695,500 38	2,730,365 76
Total cost.....	<u>13,570,597 27</u>	<u>13,919,762 97</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Phillipsburg to Union Junction	105 miles.
Length of main line of road in Pennsylvania.....	105 "
Length of road laid.....	105 "
Length of double track of road, used as sidings...	3 "
Length of sidings.....	58 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	60 pounds.

Branch roads owned by the company and their length, viz: Nescopee branch, 9 miles; Nanticoke branch, 20 $\frac{1}{4}$ miles; Coplay branch, 1 mile.	
Roads worked or leased by the company, viz: Lehigh and Lackawanna railroad.....	15 miles.
Number of engine houses and shops: 8 engine houses, 4 shops.	
Number of engines	53
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$4,000,).....	13
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$2,500,).....	8
Number of freight cars, rated as eight wheel cars, (average cost of each, \$725,).....	355
Number of coal cars, rated as eight wheel cars, (average cost of each, \$550,).....	2,902
Number of iron bridges, (total length in feet, 2,310,).....	13
Number of wooden bridges, (total length in feet, 7,529,).....	47
Number of stone bridges	None.
Number of railroads crossed: One—twice at grade, twice above.	
Number of stations on main road.....	38
Number of wood and water stations on main road,.....	17
Number of tunnels, (length of each, 1,800 feet and 396 feet,).....	2
How is track laid, and on what foundation? Gravel and stone ballast; wooden cross-ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	149,419
Number of miles run by freight trains.....	150,488
Number of miles run by coal trains.....	986,480
Number of through passengers for the year on main road	4,608
Number of passengers (all classes) carried in cars,.....	211,450
Number of tons of 2,000 lbs. of through freight for the year on main road	671,534

Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,535,423
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20
Average rate of speed adopted by express trains, including stops,	21
Average rate of speed adopted by freight trains, including stops.....	9
Weight of first class passenger engines	28 tons.
Weight of freight engines	31 to 35 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	16,561	June, 1869.....	18,063
December, 1868.....	13,612	July, 1869.....	22,479
January, 1869.....	13,385	August, 1869.....	24,740
February, 1869.....	12,368	September, 1869.....	22,644
March, 1869.....	15,507	October, 1869.....	17,600
April, 1869.....	16,109		
May, 1869.....	18,379	Total.....	211,450

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	1,394,064	Agricultural products.....	6,697
Bituminous coal.....	510	Merchandise.....	20,597
Petroleum.....	2,367	Manufactures.....	11,333
Pig iron.....	12,379	Live stock.....	47
Railroad iron.....	3,133	Lumber.....	50,132
Other iron or castings.....	7,413	Other articles.....	2,754
Iron and other ores.....	15,092		
Slate.....	7,359	Total.....	1,535,423
Lime and limestone.....	1,546		

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3 cents.
For first class way passengers.....	3½ "

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight.....	3 cents.
For through coal.....	2 "
For local freight.....	4 "
For local coal.....	3 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Total.....	<u><u>\$345,147 63</u></u>
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Repairs of machinery:

Repairs of engines and tenders	\$70,724 77
Repairs of passenger and baggage cars	6,140 62
Repairs of freight cars.....	166,970 46
Repairs of tools and machinery in shops.....	10,761 44
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	39,370 95
Total.....	<u><u>293,968 24</u></u>

Operating the road:

Office expenses, stationery, &c.....	\$21,277 59
Agents and clerks	52,053 62
Porters, watchmen and switch tenders.....	21,866 62
Wood and water station attendance	1,250 41
Conductors, baggage masters and brakemen.....	121,012 38
Engineers and firemen	86,807 70
Fuel and cost of preparing for use.....	90,006 69
Oil and waste for engines and tenders, passenger, baggage and freight cars	38,024 94
Loss and damage of goods and baggage	422 11
Use of freight cars.....	31,747 08
Shoveling snow	4,014 52
Damage for injury of persons.....	1,038 37
Damage to property, including damage by fire and cattle killed on road	1,110 67
General superintendence and contingencies	67,211 11
Total.....	<u><u>537,843 81</u></u>

RECEIPTS.

Months.	Passeng'rs.	Freight.	Use of cars.	Miscellaneous.	Total.
November, 1868	\$7,030 10	\$172,199 59	.....	.....	\$179,229 69
December, 1868	5,291 97	171,614 16	.....	.....	176,906 13
January, 1869	6,149 79	133,203 84	.....	.....	139,353 63
February, 1869	5,664 25	96,380 95	.....	.....	102,045 20
March, 1869	6,864 53	125,622 76	.....	.....	132,487 34
April, 1869	7,907 95	148,106 22	.....	.....	156,014 17
May, 1869	8,563 36	92,381 76	.....	.....	100,945 12
June, 1869	9,611 49	58,918 38	.....	.....	68,529 87
July, 1869	13,461 67	200,748 25	.....	.....	214,204 92
August, 1869	16,155 00	212,450 88	.....	.....	228,605 88
September, 1869	13,451 35	165,742 89	.....	.....	179,194 24
October, 1869	9,630 26	209,140 55	.....	.....	218,770 81
Total	109,781 77	1,786,505 23	\$47,818 95	\$1,402 59	1,945,508 54

Summary of payments :

For construction and equipment	\$349,165 70
For maintaining and operating the road	1,176,959 68
For State tax on tonnage	7,744 21
For United States tax	2,744 54
	<u> </u>

Cost of transportation :

What express companies run on your road, and on what terms ?
None.

What transportation or freight companies run on your road,
and on what terms ? None.

ACCIDENTS.

	Killed.	Injured.
Employees	9	7
Others	1	2
Total	<u>10</u>	<u>9</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1868.

November 3. L. W. Leonard, engineer, Samuel Noble, fireman, and Geo. D. Aston, brakeman, were instantly killed, and Augustus

Fisher had leg broken, and was badly scalded, by cars breaking loose from coal train on mountain, and running back came in collision with through freight engine, 48, three-fourths of a mile north of White Haven. Cause—carelessness of brakeman on coal train.

December 16. Walter Marsh, brakeman, jumped into a coal car while train was passing Freemansburg. The door being open, he fell through, under train, and was fatally injured.

December 16. William Smith, brakeman, slipped while putting on brake, at Bowman's, and fell off rear coal car, caboose car passing over him; he was fatally injured.

1869.

January 1. Charles Long, in the act of putting on brake, at Penn Haven, brake wheel came off, and he was thrown under cars and killed.

January 2. William Rackawack, brakeman, while coupling up coal train, at Walnut Port, fell, and the car passed over one of his legs, crushing it so that amputation was necessary.

March 29. Charles Rugich, while walking on track, at Summit, was struck by engine and severely injured.

April 22. John T. Slocum, track repairer, while walking too near track, was struck by engine; had one leg broken, and was otherwise so severely injured that he died nine days afterward.

May 12. James Campbell, in attempting to get on a freight train, while in motion, at Berger's, fell, and rear car passed over his left leg, fracturing it below the knee joint.

May 27. Theophilus Neaman, freight brakeman, was struck by bridge, at South Wilkesbarre, when train was passing under, and falling between two cars, on the bumpers, was severely injured.

June 20. A child of Michael Conroy, aged two and a-half years, was killed, at Coal Port, by falling under a gravel car, which he, with several other children, was pushing on side track.

June 26. Jacob Jones, freight brakeman, while coupling cars, at Scranton, had his thumb and finger taken off by being caught between bumpers.

June 26. James Barman, laborer, while riding on passenger train, put his arm out of window and had it broken, by striking against rocks, above White Haven.

July 11. John Trimble, brakeman on coal train, fell between two cars, at Hazardville, and had one of his legs crushed so that amputation was necessary.

July 26. Peter Bratton, coal brakeman, was killed, at Solomon's Gap, by falling off cars, it is supposed, and under train.

September 18. William Bowman, brakeman, had his fingers mashed, between bumpers, while coupling cars, at Mauch Chunk.

October 26. Charles Given, laborer on gravel train, at Coal Port, fell with his head on track, was run over and instantly killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. M. Felton	Philadelphia.
Francis R. Cope	Philadelphia.
George F. Tyler	Philadelphia.
Phillip C. Garrett	Philadelphia.
Charles Wheeler	Philadelphia.
George Whitney	Philadelphia.
Alexander Biddle	Philadelphia.
Charles Parrish	Wilkesbarre.
F. C. Yarnall	Overbrook, Montgomery co.
Fisher Hazard	Mauch Chunk.
John Leisenring	Mauch Chunk.
E. W. Clark, President	Philadelphia.
F. Mitchell, Secretary	Philadelphia.
S. Shepherd, Treasurer	Philadelphia.
Mendes Colzen, Superintendent	Philadelphia.

(No. 52.)

LEHIGH VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss:

Personally appeared Charles Hartshorne, vice president, and L. Chamberlain, secretary, of the Lehigh Valley railroad company, and in due form of law made affirmation, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) CHAS. HARTSHORNE, *Vice President.*
 L. CHAMBERLAIN, *Secretary.*

Affirmed and subscribed before me, this }
 29th day of December, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Amount of stock subscribed.....	\$16,060,650 00
Amount paid in as by last report	16,058,050 00
Total amount now paid in of capital stock.....	16,060,650 00
Funded debt, as per last report.....	2,985,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
Old loan, 1st mortgage bonds,	
(date of maturity, May 1, 1873,) \$1,089,000 00	
New loan, mortgage bonds, (date	
of maturity, June 1, 1898,) ...	3,350,000 00
Hazleton loan, mortgage bonds,	
(date of maturity, Oct. 1, 1872,) 134,500 00	
	4,573,500 00
Floating debt, as by last report.....	1,013,563 25
The amount now of floating debt.....	1,943,189 25
Total amount now of floating and funded debt ..	6,516,689 25
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	6 per cent

Date and rate per cent. per annum of dividend or dividends: January, April, July and October, 2½ per cent. each.....	10 per cent.
Number of shares of stock.....	321,213
Par value of each share.....	\$50 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared: January, \$16,060,150; April, \$16,060,300; July, \$16,060,350; October, \$16,060,450.	

. COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$13,348,779 79	\$13,481,240 89
Equipment.....	4,193,059 24	4,506,417 77
Total cost.....	<u>17,541,839 03</u>	<u>17,987,658 66</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Phillipsburg, N. J., to Wilkesbarre, Pa.....	101 miles.
Length of main line of road in Pennsylvania....	100¾ "
Length of road laid, including double track and sidings	392 $\frac{3}{100}$ "
Length of double track of road.....	86 $\frac{5}{100}$ "
Length of sidings on main line and branches	105 $\frac{1}{3}$ "
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track	57 and 60 lbs.
Branch roads owned by the company, and their length, viz: Penn Haven Junction to Audenreid, 17.56 miles; Black Creek Junction to Mt. Carmel, 42.62 miles; Penn Haven to Hazleton, 14.70 miles; branches to same, 6.51 miles; Hazleton railroad to Milnesville, 8.93 miles; branches to same, 8.13 miles.	
Roads worked and leased by the company, viz: Pennsylvania and New York railroad, Wilkesbarre to Lackawanna and Bloomsburg junction,	
	9 $\frac{6}{10}$ miles.

Number of engine houses and shops: 20 engine houses, 7 shops.	
Number of engines	135
Number of first class passenger cars, (rated as eight wheel cars,).....	30
Number of baggage, mail and express cars, (rated as eight wheel cars,)	13
Number of freight cars, (rated as eight wheel cars,).....	426
Number of coal cars, (rated as eight wheel cars,)..	5,512
Number of iron bridges, (total length in feet, 1,553,).....	10
Number of wooden bridges, (total length in feet, 4,633,)	63
Number of stone bridges, (total length in feet, 192,).....	17
Number of railroads crossed	6
Number of stations on main road	53
Number of wood and water stations on main road: 9 coal and wood; 26 water.	
Number of tunnels, (length, 1,023 feet,)	1
How is track laid, and on what foundation? Oak and chestnut cross-ties; stone, gravel and cinder ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	431,777
Number of miles run by freight trains.....	607,150
Number of miles run by coal trains.....	1,187,547
Number of passengers (all classes) carried in cars,	753,379
Number of tons of 2,000 lbs. of through freight and gross amount of tonnage for the year on main road.....	3,949,238
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20
Average rate of speed adopted by express trains, including stops.....	25
Average rate of speed adopted by freight trains, including stops	10
Weight of first class passenger engines.....	52,000 lbs.
Weight of freight engines	63,000 to 97,000 lbs.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	58,332	June, 1869.....	62,871½
December, 1868.....	56,419	July, 1869.....	70,756½
January, 1869.....	49,119	August, 1869.....	76,216½
February, 1869.....	47,330½	September, 1869.....	72,895½
March, 1869.....	60,183	October, 1869.....	71,683
April, 1869.....	59,870½		
May, 1869.....	67,742	Total.....	<u>753,379</u>

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	2,611,175.92	Lime and limestone.....	79,008.11
Bituminous coal.....	16,557.03	Live stock.....	19,406.59
Petroleum.....	61,431.55	Lumber.....	103,370.93
Pig iron.....	217,521.73	Other articles.....	<u>721,288.71</u>
Railroad iron.....	43,228.23		
Other iron or castings.....	25,564.38	Total.....	<u>3,949,238.47</u>
Iron and other ores.....	324,685.29		

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3½ cents.
For first class way passengers.....	<u>3½ "</u>

The rate per ton (of 2,000 lbs.) per mile charged for freight:

Average for freight.....	<u>2⁶⁰/₁₀₀ cents.</u>
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EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build- ings.....	\$1,036,220 19
Taxes on real estate.....	<u>12 550 49</u>
Total.....	<u>1,048,770 68</u>

Repairs of machinery:

Repairs of engines and tenders.....	\$227,797 66
Repairs of passenger and baggage cars.....	42,256 24
Repairs of freight cars and coal cars.....	<u>378,554 31</u>
Total.....	<u>648,608 21</u>

Operating the road:

Office expenses, stationery, &c.....	\$8,983 45
Agents and clerks	119,222 35
Porters, watchmen and switch tenders	59,044 77
Conductors and baggage masters	26,931 66
Engineers and firemen, and brakemen.....	353,721 00
Fuel and cost of preparing for use	294,384 97
Oil and waste for engines and tenders, passenger, baggage and freight cars....	85,528 95
Use of freight cars	47,258 83
Total	1,005,075 98

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders, (instalments on stock to be issued,).....	\$1,077,637 50
From sale of bonds	959,674 05

RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Use of fr't cars.	Coal.	Total.
Novemb'r, 1868,	\$30,668 93	\$79,879 94	\$2,264 15	\$775 21	\$385,633 11	\$490,221 34
December, 1868,	29,199 03	72,043 78	2,784 53	892 47	263,177 13	365,026 94
January, 1869....	24,776 45	57,872 05	2,197 50	662 89	260,975 80	345,484 69
February, 1869..	22,272 85	56,297 75	1,360 03	1,580 00	245,428 78	323,939 41
March, 1869.....	30,046 33	83,270 14	2,404 63	684 72	296,408 91	412,814 73
April, 1869.....	31,352 15	84,955 50	2,573 32	656 60	361,818 26	481,355 83
May, 1869.....	33,628 65	85,108 29	2,506 67	648 04	127,438 15	249,329 80
June, 1869.....	31,814 00	77,722 65	2,726 33	688 59	64,334 25	177,285 82
July, 1869.....	38,962 27	70,662 51	2,489 58	725 07	458,354 77	571,194 20
August, 1869....	41,839 91	70,822 69	2,766 79	857 59	462,252 61	578,540 59
Septemb'r, 1869,	45,055 55	81,020 90	3,514 74	1,120 18	301,399 43	430,110 80
October, 1869....	39,070 52	82,993 74	4,178 33	1,089 11	235,096 41	332,428 11
Total	395,686 64	902,650 94	31,766 60	10,350 47	3,459,277 61	4,800,732 26
Miscellaneous						135,859 00
						4,936,591 26

Summary of payments:

For construction and equipment	\$445,819 63
For maintaining and operating the road.....	2,702,454 87
For dividends	1,606,031 25
For interest	357,942 00
For miscellaneous	56,879 57

For State tax on capital stock and tonnage, gross receipts, &c., paid and accrued.....	\$161,479 95
For United States tax.....	109,795 62
Total.....	<u>5,440,402 89</u>

Cost of transportation :

What express companies run on your road, and on what terms? Central express company, in cars furnished by the railroad company.

What transportation or freight companies run on your road, and on what terms? The Lehigh Valley freight company, in cars furnished by themselves.

ACCIDENTS.

	Killed.	Injured.
Passengers	—	1
Employees	10	15
Others	8	12
Total	<u>18</u>	<u>28</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

The passenger was injured by jumping from a passenger train while it was in motion.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Hartshorne.....	Philadelphia.
William W. Longstreth.....	Philadelphia.
Edward H. Trotter.....	Philadelphia.
John Taylor Johnston.....	New York.
William H. Gatzmer.....	Philadelphia.
David Thomas.....	Catasauqua, Pa.
Ashbel Welch.....	Lambertville, N. J.
John N. Hutchinson.....	Easton, Pa.
William L. Conyngham.....	Wilkesbarre, Pa.
Ario Pardee.....	Hazleton, Pa.
Edward Roberts.....	Philadelphia.
William A. Ingham.....	Philadelphia.
Asa Packer, President.....	Philadelphia.
Charles Hartshorne, Vice President.....	Philadelphia.
L. Chamberlain, Secretary.....	Philadelphia.
Charles C. Longstreth, Treasurer.....	Philadelphia.
Robert H. Sayre, Superintendent.....	Bethlehem.

(No. 53.)

LITTLE SAW MILL RUN.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared William Espy, president and superintendent of the Little Saw Mill Run railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) WM. ESPY, *President and Supt.*

Sworn and subscribed before me, this }
 3d day of January, 1870. }

JOHN S. HOLLINGSHEAD, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$250,000 00
Amount of stock subscribed	83,745 95
Amount paid in as by last report.....	83,745 95
Total amount now paid in of capital stock	83,000 00
Funded debt, as per last report.....	42,166 67
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, now due,).....	\$30,000 00
2d mortgage bonds, (date of maturity, now due,).....	5,000 00
3d mortgage bonds, (date of maturity, now due,).....	1,166 67
	<hr/>
	36,166 67
Floating debt, as by last report.....	2,895 05
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; 3d mortgage, 7 per cent. .	
Date and rate per cent. per annum of dividend or dividends: January 1 and June 30, 8 and 10 per cent.	

Number of shares of stock.....	1,674
Par value of each share	\$50 00
Amount paid in on each share	All.
Amount of capital on which the respective dividends were declared	83,745 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$91,011 44</u>	<u>\$91,011 44</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Ohio river to mines	3 miles.
Length of main line of road in Pennsylvania	3 "
Length of road laid.....	3 "
Length of double track of road	None.
Length of sidings	1 mile.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	3
Number of engines	3
Number of first class passenger cars, (rated as eight wheel cars,).....	None.
Number of baggage, mail and express cars, (rated as eight wheel cars,)	None.
Number of freight cars, (rated as eight wheel cars,)	None.
Number of coal cars, rated as four wheel cars, (average cost of each, \$190,)	45
Number of iron bridges	None.
Number of railroads crossed	None.
Number of stations on main road	None.
Number of wood and water stations on main road,	1
Value of real estate held by the company, exclusive of road way	\$83,625 00
Number of tunnels	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	None.
Number of miles run by freight trains.....	None.
Number of miles run by coal trains, about	12,000
Number of through passengers for the year on main road.....	None.
Number of passengers (all classes) carried in cars,	None.
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	145,358

The amount of freight, specifying the quantity in tons:

Bituminous coal.....	<u>145,358</u>
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EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build-ings.....	\$5,885 62
Taxes on real estate	696 42
Total.....	<u>6,582 04</u>

Repairs of machinery:

Repairs of engines and tenders	\$3,298 16
Repairs of freight cars	1,554 66
Repairs of tools and machinery in shops.....	1,364 01
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	500 00
Total.....	<u>6,716 83</u>

Operating the road:

Office expenses, stationery, &c	\$14 74
Agents and clerks	800 00
Labor—loading and unloading freight	4,302 79
Engineers and firemen, fuel, oil, waste and brake-men	5,216 51

Damage for injury of persons.....	\$25 00
General superintendence	1,238 00
Contingencies	525 60
Total.....	<u>12,122 64</u>

Receipts for July, 1869 :

Freight.....	\$47,604 63
Miscellaneous	4,659 72
Total.....	<u>52,264 35</u>

Summary of payments:

For fractional stock.....	\$853 91
For maintaining and operating the road	25,421 51
For dividends	7,709 81
For interest.....	2,900 32
For miscellaneous	<u>7,797 53</u>

ACCIDENTS.

INJURED—others	1
	=

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

John M'Keever was slightly injured by falling over some T rails at the Steubenville turnpike.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. Marshall.....	Temperanceville.
Wm. H. Brown.....	Pittsburg.
Jehu Haworth.....	Pittsburg.
N. P. Fetterman.....	Pittsburg.
Richard Dewhurst.....	Allegheny.
Jonathan Lenz.....	Economy, Beaver county.
William Espy, President.....	Pittsburg.
N. P. Fetterman, Secretary.....	Pittsburg.
William Espy, Superintendent.....	Pittsburg.

(No. 54.)

LITTLESTOWN.

STATE OF PENNSYLVANIA, } ss:
Adams County,

Personally appeared Ephraim Myers, president, and George Stonesifer, treasurer, of the Littlestown railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) EPHRAIM MYERS, *President.*

GEORGE STONESIFER, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of January, 1870. }

JOSEPH L. SHERK, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$75,000 00
Amount of stock subscribed	53,750 00
Amount paid in as by last report.....	46,225 00
Total amount now paid in of capital stock	46,225 00
Funded debt, as per last report	34,750 00
The amount now of funded debt, (classified and date of maturity,) as follows : This road was sold in 1864, and purchased by the mortgage bond holders, who now own 695 shares of stock, at \$50 per share	34,750 00
The amount now of floating debt.....	86 99
Total amount now of floating and funded debt ...	34,836 99
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	695
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$59,400 00	\$59,400 00
Land damages	16,600 00	16,600 00
Total cost.....	<u>76,000 00</u>	<u>76,000 00</u>

Equipment furnished by Hanover Branch railroad.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Littlestown to Hanover.....	7 $\frac{1}{4}$ miles.
Length of main line of road in Pennsylvania.....	7 $\frac{1}{4}$ "
Length of sidings	2,268 feet.
Gauge of road	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50 and 56 lbs.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company	None.
Engines and cars furnished by Hanover Branch railroad.	
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 129.)	3
Number of stone bridges.....	None.
Number of railroads crossed	None.
Number of stations on main road.....	2
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road way	\$500 00
Number of tunnels	None.
How is track laid, and on what foundation? Earth, stone and wooden ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	5,475
Number of miles run by freight trains.....	5,475
Number of miles run by coal trains	5,475

Number of through passengers for the year on main road	6,353
Number of passengers (all classes) carried in cars,	6,353
Number of tons of 2,000 lbs. of through freight for the year on main road	13,000
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	17,164
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	15
Average rate of speed adopted by express trains, including stops.....	15
Average rate of speed adopted by freight trains, including stops.....	15
Weight of first class passenger engines	Own none.
Weight of freight engines	<u>Own none.</u>

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	594	June, 1869.....	565
December, 1868.....	403	July, 1869.....	427
January, 1869.....	492	August, 1869.....	443
February, 1869.....	499	September, 1869.....	846
March, 1869.....	495	October, 1869.....	498
April, 1869.....	601		
May, 1869.....	490	Total.....	<u>6,353</u>

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	1,379	Merchandize.....	616
Bituminous coal.....	240	Manufactures.....	16
Other iron or castings.....	30	Lumber.....	1,971
Iron and other ores.....	9,962		
Agricultural products.....	2,966	Total ..	<u>17,164</u>

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	4 cents.
For first class way passengers	4 “
For second class through passengers.....	4 “
For second class way passengers	<u>4 “</u>

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight.....	50 cents.
For through coal	35 "
For local freight.....	Same.
For local coal	Same.

EXPENSES.

Maintaining the road or real estate of the corporation:

Maintaining the road or real estate of the corporation	\$7,217 12
Repairs or maintenance of way, including buildings,	1,728 69
Taxes on real estate.....	6 51
Total.....	<u>8,952 32</u>

Repairs of machinery:

Engines, cars, &c., furnished by Hanover Branch railroad.

Operating the road:

Office expenses, stationery, directors' pay, &c	\$170 00
Agents and clerks, labor—loading and unloading freight, porters, watchmen and switch tenders, wood and water station attendance.....	394 00
Conductors, baggage masters and brakemen, engineers and firemen, fuel and cost of preparing for use, oil and waste for engines and tenders, passenger, baggage and freight cars, and loss and damage of goods and baggage	None.
Use of freight cars	227 41
Damage for injury of persons.....	None.
Damage to property, including damage by fire and cattle killed on road	None.
General superintendence	Above.
Total.....	<u>791 41</u>

RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Miscella- neous.	Total.
November, 1868.....	\$169 00	\$504 27	.....	\$4 75	\$678 02
December, 1868.....	116 40	444 46	.....	36 11	596 97
January, 1869.....	148 27	531 97	\$92 50	13 00	785 74
February, 1869.....	145 60	440 43	.....	6 43	592 46
March, 1869.....	146 09	658 61	.....	6 65	811 35
April, 1869.....	178 55	612 12	92 50	28 39	911 56
May, 1869.....	147 50	482 04	.....	3 25	632 79
June, 1869.....	166 25	654 10	.....	12 51	832 86
July, 1869.....	128 65	450 08	92 50	6 85	678 08
August, 1869.....	133 45	382 42	.....	7 21	523 08
September, 1869.....	246 00	579 23	.....	21 83	847 06
October, 1869.....	149 20	546 38	92 50	3 73	711 81
Total.....	1, 874 96	6, 286 11	370 00	150 71	8, 681 78
Other items not included.....					314 17
					8, 995 95
					186 00
					9, 181 95

Summary of payments :

For construction and equipment, and maintaining and operating the road.....	\$8,932 52
For dividends.....	None.
For interest.....	None.
For State tax on capital stock and tonnage.....	\$280 00
For United States tax.....	56 42
Total.....	9,268 94

Total amount of surplus fund None.

Cost of transportation :

Cost per passenger per mile, proximate average: Can't say.

Cost per ton freight per mile, proximate average: Can't say.

What express companies run on your road, and on what terms?

Adams express company, 60 cents per one hundred pounds.

What transportation or freight companies run on your road,
and on what terms: None.

ACCIDENTS.

None

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Ephraim Myers.....	Littlestown, Adams co., Pa.
Geo. Stonesifer.....	Littlestown, Adams co., Pa.
Jos. L. Shorb.....	Littlestown, Adams co., Pa.
Jos. Barker.....	Littlestown, Adams co., Pa.
Wm. M'Sherry.....	Littlestown, Adams co., Pa.
Jas. C. Clarke.....	Baltimore county, Md.
Henry Wirt.....	Hanover, York co., Pa.
Ephraim Myers.....	President.
Wm. M'Sherry.....	Secretary.
Geo. Stonesifer.....	Treasurer.

(No. 55.)

LITTLE SCHUYLKILL NAVIGATION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John F. Blandy, president, and Jos. Lapsley Wilson, treasurer, of the Little Schuylkill navigation, railroad and coal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOHN F. BLANDY, *President.*
 JOS. LAPSLEY WILSON, *Treasurer.*

Sworn and subscribed before me, this }
 22d day of November, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	\$2,646,100 00
Amount paid in as by last report.	2,646,100 00
Total amount now paid in of capital stock.....	2,646,100 00
Funded debt, as per last report	807,500 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, October 1, 1877,)	795,500 00
Floating debt, as by last report.....	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	795,500 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: January, 1869, 4½ per cent.; July, 1869, 3¼ per cent.	
Number of shares of stock	52,922

Par value of each share.....	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u>2,646,100 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$1,466,283 14</u>	<u>\$1,466,283 14</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Catawissa railroad junction to Tamaqua.....	28 $\frac{1}{4}$ miles.
Length of main line of road in Pennsylvania.....	28 $\frac{1}{4}$ "
Length of road laid.....	28 $\frac{1}{4}$ "
Length of double track of road	8 "
Length of sidings	16 $\frac{6.5}{100}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company, and their length, viz: Panther Creek and Wabash Creek..	3 miles.
Roads worked or leased by the company, viz: East Mahanoy railroad.	
Number of engine houses and shops: 2 engine houses; 1 shop.	
Number of engines	None.
Number of first class passenger cars, (rated as eight wheel cars,)	None.
Number of baggage, mail and express cars, (rated as eight wheel cars,)	None.
Number of freight cars, (rated as eight wheel cars,)	None.
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of iron bridges	1
Number of wooden bridges	22
Number of stations on main road.....	3
Number of wood and water stations on main road,	7
Value of real estate held by the company, exclusive of road way.....	\$915,657 82

Number of tunnels, (length of each, 900 feet,)	1
How is track laid, and on what foundation? Broken stone and coal dirt ballast; cross-ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

The railroad is worked by the Philadelphia and Reading railroad company, under lease, and we refer to them for these items.

Summary of payments:

For dividends	\$192,808 38
For interest	50,132 25
For miscellaneous	40,782 97
For State tax on capital stock and tonnage	3,988 42
For United States tax	13,578 43
Total	<u>301,290 45</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. E. Borie	Philadelphia.
A. J. Derbyshire	Philadelphia.
S. J. Reeves	Philadelphia.
D. R. Bennett	Philadelphia.
J. H. Trotter	Philadelphia.
Samuel F. Ashton	Philadelphia.
John F. Blandy	President.
Jos. Lapsley Wilson	Secretary and Treasurer.

(No. 56.)

LORBERRY CREEK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and Samuel Bradford, treasurer, of the Lorberry Creek railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*
 S. BRADFORD, *Treasurer.*

Affirmed, sworn and subscribed before me, }
 this 24th day of December, 1869. }

B. F. HORAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$52,050 00
Amount of stock subscribed	52,050 00
Amount paid in as by last report.....	52,050 00
Total amount now paid in of capital stock.....	52,050 00
Funded debt, as per last report	30,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, March 1, 1869,)	Paid off.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	None.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	1,041
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	None declared.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$82,050 00	\$82,050 00
Total cost		<u>82,050 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Swatara creek to Lorberry mines	5½ miles.
Length of main line of road in Pennsylvania	5½ "
Length of road laid	5½ "
Length of double track of road	1 "
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track	60 pounds.
Branch roads owned by the company, and their length, viz: Panther's Head branch	1 mile.
Roads worked or leased by the company	None.

The rolling stock used on this road is owned by the Philadelphia and Reading railroad company.

Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 20,)	1
Number of stone bridges	None.
Number of stations on main road	None.
Number of wood and water stations on main road,	None.
Number of tunnels	None.
How is track laid and on what foundation? On graded surface, broken stone and coal dirt ballast.	

This road is operated by the Philadelphia and Reading railroad company, and the tonnage, receipts and payments will be included in their return.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. Pratt M'Kean	Philadelphia.
A. E. Borie	Philadelphia.
R. B. Cabeen	Philadelphia.
J. B. Lippincott	Philadelphia.
John Ashhurst	Philadelphia.
Stephen Colwell	Philadelphia.
Franklin B. Gowen, President	Philadelphia.
Wm. H. Webb, Secretary	Philadelphia.
Samuel Bradford, Treasurer	Philadelphia.
G. A. Nicolls, Superintendent	Reading.

(No. 57.)

LYKENS VALLEY.

STATE OF NEW YORK, } ss:
New York County, }

Personally appeared George E. Hoffman, president, and Frederick A. Platt, treasurer, of the Lykens Valley railroad and coal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) GEO. E. HOFFMAN, *President.*
 F. A. PLATT, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of November, 1869. }

EDWIN F. COREY, JR., *Commissioner.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$800,000 00
Amount of stock subscribed	600,000 00
Amount paid in as by last report.....	600,000 00
Total amount now paid in of capital stock	600,000 00
Funded debt, as per last report.....	None.
The amount now of funded debt, (classified and date of maturity,) as follows.....	None.
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt ...	None.
Date and rate per cent. per annum of dividend or dividends: 5 per cent. in February and August.	
Number of shares of stock	30,000
Par value of each share.....	\$20 00
Amount paid in on each share	20 00
Amount of capital on which the respective divi- dends were declared	600,000 00

COST OF ROAD AND EQUIPMENT.

See Summit Branch railroad report.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Millersburg to Williamstown	19 $\frac{6}{10}$ miles.
Length of main line of road in Pennsylvania.....	19 $\frac{6}{10}$ "
Length of road laid.....	19 $\frac{6}{10}$ "
Length of double track of road	5 $\frac{1}{2}$ "
Length of sidings.....	5 $\frac{1}{2}$ "
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50 and 56 lbs.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company	None.
Number of engine houses and shops: See report of Summit Branch railroad company.	
Number of engines	3
Number of baggage, mail and express cars, (rated as eight wheel cars,)	1
Number of freight cars, (rated as eight wheel cars,) ..	1
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of iron bridges, (total length in feet, 67,) ..	1
Number of railroads crossed	1
Number of stations on main road: See report of Summit Branch railroad company.	
Number of wood and water stations on main road: See report of Summit Branch railroad company.	
Value of real estate held by the company, exclusive of road way, about	\$20,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Cross-ties on broken stone.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

For the doings of the year, statement of passengers, amount of freight, rate of fare and of freight, and all receipts and disburse-

ments from the working of the road, refer to the report of the Summit Branch railroad company, lessees of the road.

RECEIPTS.

Leased to the Summit Branch railroad company, and received from them	\$62,500 00
From interest	1,495 69
Total.....	<u>63,995 69</u>

Summary of payments :

For dividends	\$57,000 00
For miscellaneous	1,974 38
For surplus funds.....	2,021 31
For State tax on capital stock and tonnage : Paid by lessees.	
For United States tax.....	3,000 00
Total.....	<u>63,995 69</u>
Total amount of surplus fund.....	<u>\$10,606 09</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George Dayton.....	Peekskill.
A. H. Grant.....	New York.
A. M. Lawrence.....	New York.
Edward H. Owen.....	New York.
F. A. Platt.....	New York.
John B. Storm.....	New York.
Charles E. Lex	Philadelphia.
George E. Hoffman, President.....	Philadelphia.
F. A. Platt, Secretary and Treasurer.....	New York.

(No. 58.)

MAHANOT AND BROAD MOUNTAIN.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Franklin B. Gowen, President, and Richard Coe, treasurer, of the Mahanoy and Broad Mountain railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*
 RICHARD COE, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of January, 1870. }

B. F. HORAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed.....	\$2,041,550 00
Amount paid in as by last report.....	1,874,465 00
Total amount now paid in of capital stock	2,035,015 00
Funded debt, as per last report	250,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1891,)	250,000 00
Floating debt, as by last report	180,000 00
The amount now of floating debt	217,907 40
Total amount now of floating and funded debt....	467,907 40
Rate per cent. per annum of interest on funded debt: 1st mortgage	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	40.831
Par value of each share	\$50 00

Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared	<u>None declared.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$2,088,243 68</u>	<u>\$2,272,344 89</u>

Equipped by Philadelphia and Reading railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mill Creek Junction to Locustdale	12.74 miles.
Length of main line of road in Pennsylvania.....	12.74 "
Length of road laid, including sidings, branches and second track	80.55 "
Length of double track of road	8.9 "
Length of sidings.....	15.56 "
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track.....	60, 62 & 64 lbs.
Branch roads owned by the company, and their length, viz: Mt. Carmel Extension, 4.28; Shenandoah, 4.7; Mahanoy City, 5.96; Raven Run, 1.65; Ashland Extension, 1.35; Locust Gap Extension, 3.54; Coal Ridge, 3.2; Waste House Run, 1.97; total, 26.65.	
Roads worked or leased by the company	None.
Number of engine houses and shops.....	6
Number of iron bridges, (total length in feet, 200.)	4
Number of wooden trestles, (total length in feet, 1,872,).....	5
Number of wooden bridges, (total length in feet, 484,)	9
Number of stone bridges, (total length in feet, 160,)	10
Number of railroads crossed	2
Number of stations on main road	13
Number of wood and water stations on main road,	6

Value of real estate held by the company, exclusive of road way	\$88,069 71
Number of tunnels, (length of each, 550 feet,)....	1
How is track laid, and on what foundation? On cross-ties, broken stone and coal dirt ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

These accounts are not kept. Road operated by the Philadelphia and Reading railroad company; will be included in their return.

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings,	\$148,405 66
Taxes on real estate	565 65
Total	<u>148,971 31</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	\$164,000 00
From sale of bonds	Nothing.
From other sources	Nothing.
Total	<u>164,000 00</u>

RECEIPTS.

Months.	Passeng'rs.	Freight.	Coal.	Miscellaneous.	Total.
December, 1868.....	\$1,397 88	\$415 13	\$3,757 16	\$227 30	\$5,797 47
January, 1869	1,181 14	360 63	2,592 40	208 50	4,342 67
February, 1869	1,037 49	369 35	7,393 39	199 50	8,999 73
March, 1869	1,151 87	469 24	9,659 37	213 50	11,493 98
April, 1869	1,060 98	593 60	10,474 25	194 50	12,323 33
May, 1869	1,295 71	551 70	3,230 64	235 50	5,313 55
June, 1869	1,084 43	486 24	4,980 88	218 50	6,770 05
July, 1869	1,222 17	625 35	12,918 60	215 00	14,981 12
August, 1869	1,693 72	694 67	13,097 13	413 50	15,899 02
September, 1869	1,879 84	694 63	9,717 16	218 50	12,510 13
October, 1869	1,584 30	774 82	11,768 00	233 50	14,360 62
November, 1869	1,545 58	750 00	13,154 99	346 95	15,797 52
Total	<u>16,135 11</u>	<u>6,785 36</u>	<u>102,743 97</u>	<u>2,924 75</u>	<u>128,589 19</u>

Summary of payments :

For construction	\$184,101 21
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Maintaining and operating the road, dividends, interest, miscellaneous, surplus funds, State tax on capital stock and tonnage, and United States tax, included in returns made by the Philadelphia and Reading railroad company.

ACCIDENTS.

Included in Philadelphia and Reading railroad return.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. P. M'Kean.....	Philadelphia.
A. E. Borie	Philadelphia.
J. B. Lippincott.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
Jno. Ashhurst.....	Philadelphia.
Stephen Colwell.....	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
Albert Foster, Secretary	Philadelphia.
Richard Coe, Treasurer.....	Philadelphia.
G. A. Nicolls, General Superintendent.....	Reading, Pa.
L. B. Paxson, Superintendent.....	Mahanoy Plane, Pa.

(No. 59.)

MAHANAY VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss:

Personally appeared Franklin B. Gowen, president, and Richard Coe, treasurer, of the Mahanoy Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*
 RICHARD COE, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of December, 1869. }

B. F. HORAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$250,000 00
Amount of stock subscribed	125,000 00
Amount paid in as by last report	None.
Total amount now paid in of capital stock	125,000 00
Funded debt, as per last report	None.
The amount now of funded debt, (classified and date of maturity,) as follows	None.
Floating debt, as by last report	None.
The amount now of floating debt	15,260 00
Total amount now of floating and funded debt.	15,260 00
Number of shares of stock	5,000
Par value of each share	\$50 00
Amount paid in on each share	25 00
Amount of capital on which the respective dividends were declared	None declared.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	None.	\$130,085 28

Equipped by Philadelphia and Reading railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Locustdale, Pa., to Franklin colliery.....	6 $\frac{8.5}{100}$ miles.
Length of main line of road in Pennsylvania.....	6 $\frac{8.5}{100}$ "
Length of road laid, (including sidings,)	7 $\frac{0.3}{100}$ "
Length of double track of road	None.
Length of sidings	0 $\frac{1.8}{100}$ miles.
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	64 pounds.
Branch roads owned by the company, and their length	None.
Number of engine houses and shops.....	None.
Number of iron bridges	None.
Number of wooden bridges.....	None.
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road	None.
Number of wood and water stations on main road,	1
Number of tunnels	None.
How is track laid and on what foundation? Wood and iron splice joints, cross-ties, on coal dirt bal- last.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

This road is worked by the Philadelphia and Reading railroad company, and will be included in its return.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. E. Borie	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott	Philadelphia.
John Ashhurst.....	Philadelphia.
S. Colwell.....	Philadelphia.
John Tucker	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
Richard Coe, Secretary	Philadelphia.
Richard Coe, Treasurer	Philadelphia.
G. A. Nicolls, General Superintendent.....	Reading.

(No. 60.)

MIFFLIN AND CENTRE COUNTY.

STATE OF PENNSYLVANIA, } ss:
Mifflin County,

Personally appeared Samuel Maclay, president, and R. M. Kinsloe, treasurer, of the Mifflin and Centre County railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) SAM'L MACLAY, *President.*
 R. M. KINSLOE, *Treasurer.*

Sworn and subscribed before me, this }
 20th day of December, 1869. }

N. J. RUDISILL, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed	68,400 00
Amount paid in as by last report	62,212 50
Total amount now paid in of capital stock	63,519 00
Funded debt, as per last report	172,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, August 1, 1897,)	\$181,500 00
2d mortgage bonds	None.
	181,500 00
Floating debt, as by last report, about	12,500 00
The amount now of floating debt, about	6,000 00
Total amount now of floating and funded debt....	187,500 00
Rate per cent. per annum of interest on funded debt: 1st mortgage	6 per cent.
Date and rate per cent. per annum of dividend or dividends	No dividends.
Number of shares of stock	1,368
Par value of each share	\$50 00

Amount paid in on each share: 1,269 paid in full,
99 not paid in full.

Amount of capital on which the respective dividends
were declared No dividends.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$252,491 21</u>	<u>\$253,406 06</u>

No equipment.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lewistown station to Milroy	12½ miles.
Length of main line of road in Pennsylvania.....	12½ “
Length of road laid.....	12½ “
Length of double track of road	None.
Length of sidings, about	1 mile.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	45 pounds.
Branch roads owned by the company.....	None.
Roads worked or leased by the company	None.
Number of engine houses and shops: Two engine houses.	
Number of engines	None.
Number of iron bridges	None.
Number of stone bridges, (total length in feet, about 1,650,)	11
Number of railroads crossed	None.
Number of stations on main road.....	10
Number of wood and water stations on main road: Two water stations.	
Value of real estate held by the company, exclusive of road way, about	\$3,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Wooden cross-ties and stone ballast.	

The Mifflin and Centre County railroad is leased to, and maintained and operated by the Pennsylvania railroad company, and we respectfully refer to that company for the details of the doings of the road.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. F. Biddle.....	Philadelphia.
George W. Elder.....	Lewistown.
R. H. Lee.....	Lewistown.
F. G. Franciscus.....	Lewistown.
Geo. Blymyer.....	Lewistown.
E. E. Locke.....	Lewistown.
Wm. Willis.....	Lewistown.
James H. Mann.....	Lewistown.
John Wilson.....	Reedville.
Henry P. Taylor.....	Reedville.
James Thompson.....	Milroy.
Wm. A. M'Manigle.....	Milroy.
Sam'l Maclay, President.....	Milroy, Pa.
S. T. Thompson, Secretary.....	Milroy, Pa.
R. M. Kinsloe, Treasurer.....	Newton Hamilton, Pa.

(No. 61.)

MILL CREEK AND MINE HILL.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John Tucker, president, and Peter C. Hollis, treasurer, of the Mill Creek and Mine Hill navigation and railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOHN TUCKER, *President.*
 P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of January, 1870. }

JOHN WHITE, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$323,375 00
Amount of stock subscribed.....	323,375 00
Amount paid in as by last report.....	323,375 00
Total amount now paid in of capital stock.....	323,375 00
Funded debt, as per last report.....	None.
The amount now of funded debt, (classified and date of maturity,) as follows.....	None.
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt...	None.
Date and rate per cent. per annum of dividend or dividends: January, 1869, 10 per cent. per an- num; July, 1869, 10 per cent. per annum.	
Number of shares of stock.....	12,935
Par value of each share.....	\$25 00
Amount paid in on each share.....	25 00
Amount of capital on which the respective divi- dends were declared.....	<u>323,375 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$323,375 00	\$323,375 00
Equipment.....	None.	Nore.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Palo Alto to New Castle.....	$3\frac{7}{100}$ miles.
Length of road laid.....	$3\frac{7}{100}$ "
Length of double track of road.....	$3\frac{7}{100}$ "
Length of sidings.....	$9\frac{1}{100}$ "
Gauge of road.....	4 feet $8\frac{1}{2}$ in.
Weight of rail per yard on main track.....	64 pounds.
Length of branches.....	$8\frac{2}{100}$ miles.

This road is permanently leased to the Philadelphia and Reading railroad company, and is worked by said company as a branch of their main road. This company has no other revenue than the yearly rental derived from the lease, which admits of dividends of 10 per cent. per annum.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles E. Smith	Philadelphia.
Charles B. Cabeen.....	Philadelphia.
George F. Tyler.....	Philadelphia.
A. E. Borie.....	Philadelphia.
H. P. M'Kean.....	Philadelphia.
A. Hewson, M. D.....	Philadelphia.
John Tucker, President.....	Philadelphia.
P. C. Hollis, Secretary and Treasurer.....	Philadelphia.

(No. 62.)

MINE HILL AND SCHUYLKILL HAVEN.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John C. Cresson, president, and Samuel Mason, treasurer, of the Mine Hill and Schuylkill Haven railroad company, and in due form of law made affirmation, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JNO. C. CRESSON, *President.*
 SAMUEL MASON, *Treasurer.*

Affirmed and subscribed before me, this }
 17th day of November, 1869. }

WILLIAMS OGLE, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$3,856,450 00
Amount of stock subscribed	3,856,450 00
Amount paid in as by last report	3,775,600 00
Total amount now paid in of capital stock	3,856,450 00
Funded debt, as per last report	None.
Date and rate per cent. per annum of dividend or	
dividends: 4 per cent., January, on \$3,775,600 ;	
4 per cent., July, on \$3,856,450.	
Number of shares of stock: January, 75,512 shares;	
July, 77,129 shares.	
Par value of each share	50 00
Amount paid in on each share	50 00
Amount of capital on which the respective divi-	
dends were declared: January, on \$3,775,600 ;	
July, \$3,856,450.	

COST OF ROAD AND EQUIPMENT.

Total cost	By present report. \$3,814,957 42
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CHARACTERISTICS OF ROAD.

Total length of road laid: From 135 to about 140 miles.

Weight of rail per yard on main track..... 60 and 62 lbs.

Branch roads owned by the company, and their length..... None.

The railroad, shops, cars and engines transferred under lease dated May 12, 1864, to Philadelphia and Reading railroad. Reports to be made by the Philadelphia and Reading railroad company.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

No reports now made to the Mine Hill and Schuylkill Haven railroad company.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

The above reply applicable to these queries.

The amount of freight, specifying the quantity in tons:

No report to this company.

The rate per ton (of 2,000 pounds) per mile charged for freight:

No reports received.

EXPENSES.

All payments for working the road and maintaining the same, for repairs of engines and machinery, and for salaries and wages consequent thereon, are made by the Philadelphia and Reading railroad company.

RECEIPTS.

Rent of road received January, 1869.....	\$151,024 00
Rent received July, 1869	154,258 00
Total.....	<u>305,282 00</u>

ACCIDENTS.

No return.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Mason.....	Philadelphia.
John Livezey.....	Philadelphia.
M. L. Dawson.....	Philadelphia.
A. J. Derbyshire.....	Philadelphia.
Joshua W. Ash.....	Philadelphia.
Frederick Fraley.....	Philadelphia.
Wistar Morris.....	Philadelphia.
James H. Cresson.....	Philadelphia.
Morris Hacker.....	Philadelphia.
Charles H. Hutchinson.....	Philadelphia.
John C. Cresson, President.....	Philadelphia.
William Biddle, Secretary.....	Philadelphia.
Samuel Mason, Treasurer.....	Philadelphia.
No Superintendent in the employ of the company.	

(No. 63.)

MONONGAHELA VALLEY.

OFFICE MONONGAHELA VALLEY RAILROAD, }
Pittsburg, Pa., 1869. }

J. F. HARTRANFT,

Auditor General:

DEAR SIR:—In reply to your circular, calling for a report from this company, I would respectfully say that our road has been surveyed and located from the junction of the Pittsburg, Cincinnati and St. Louis railway, (Pan Handle route,) near Pittsburg, to the West Virginia State line, near Morgantown, in said West Virginia, a distance of about ninety (90) miles. No portion of the road is yet under contract.

Yours respectfully,

T. W. BRIGGS, *President.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
B. F. Jones.....	Pittsburg.
Joseph Walton.....	Pittsburg.
Martin Briggs.....	Pittsburg.
Henry Long.....	Pittsburg.
Watson Provost.....	Carrick.
Alex. Patton.....	Rice's Landing.
T. H. Hawkins.....	Fredericktown.
T. W. Briggs, President.....	Pittsburg, Pa.
Hon. Wm. Price, Vice President.....	Mooreville, W. Va.
J. R. Jaques, Secretary.....	Pittsburg, Pa.
Henry Voigt, Treasurer.....	Buchanan, Pa.

(No. 64.)

MOUNT CARBON.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John R. White, president, and William Robinson, Jr., treasurer, of the Mount Carbon railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. R. WHITE, *President.*

WILLIAM ROBINSON, JR., *Treasurer.*

Sworn and subscribed before me, this }
 — day of November, 1869. }

JOHN WHITE, *J. P.*

STOCK AND DEBT

Capital stock as authorized by law	\$200,000 00
Amount of stock subscribed	200,000 00
Amount paid in as by last report.....	200,000 00
Total amount now paid in of capital stock	200,000 00
The amount now of funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends: January and July, each.....	3 per cent.
Number of shares of stock	4,000
Par value of each share.....	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective divi- dends were declared	<u>\$200,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$203,259 58	\$203,259 58
Equipment	<u>None.</u>	<u>None.</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mount Carbon to Mine Hill	7 miles.
Length of road laid	7 "
Length of double track of road	4 "
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	50 pounds.
Branch roads owned by the company, and their length	None.
Roads worked or leased by the company	None.
How is track laid and on what foundation? On stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

The transportation is in the hands of the Philadelphia and Reading railroad company, and we only keep an account of the gross tonnage, which was 303,128 tons, 9 cwt.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

Do not carry passengers.

The amount of freight, specifying the quantity in tons:

Anthracite coal is the bulk of the tonnage. All commodities pay the same toll. We therefore do not discriminate as to the items, which made the total of 303,128 tons, 9 cwt., as above.

EXPENSES.

The Philadelphia and Reading railroad company maintain and work the road at their own expense, under an agreement, which makes the minimum income from tonnage \$14,000 00, with a conditional increase thereon proportionate to increase of tonnage. Our settlements with them thus far have been on the basis of \$14,000 00 net income to us.

Summary of payments:

For construction and equipment, and maintaining and operating the road	None.
For dividends	\$12,000 00

For State tax on capital stock and tonnage.....	\$600 00
For United States tax.....	631 58
Total.....	<u>13,231 58</u>

What transportation or freight companies run on your road, and on what terms? None except the Philadelphia and Reading railroad company.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George H. Boker.....	Philadelphia.
George E. Hoffman.....	Philadelphia.
William W. White.....	Philadelphia.
John R. White, President.....	316 Walnut st., Philadelphia.
Wm. Robinson, Jr., Secretary.....	316 Walnut st., Philadelphia.
Wm. Robinson, Jr., Treasurer.....	316 Walnut st., Philadelphia.
Michael Bright, Superintendent.....	Pottsville, Pa.

(No. 65.)

MOUNT CARBON AND PORT CARBON.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John Tucker, president, and P. C. Hollis, treasurer, of the Mount Carbon and Port Carbon railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOHN TUCKER, *President.*
P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this }
7th day of January, 1870. }

JOHN WHITE, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$282,350 00
Amount of stock subscribed	282,350 00
Amount paid in as by last report	282,350 00
Total amount now paid in of capital stock	282,350 00
Funded debt, as per last report	None.
The amount now of funded debt	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	None.
Date and rate per cent. per annum of dividend or dividends: Jan., 1869, 12 per cent. per annum; July, 1869, 12 per cent. per annum.	
Number of shares of stock	5,647
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective divi- dends were declared	282,350 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$282,815 45	\$282,815 45
Equipment	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mount Carbon to Port Carbon.....	2 $\frac{5}{10}$ miles.
Length of road laid.....	2 $\frac{5}{10}$ "
Length of double track of road.....	2 $\frac{5}{10}$ "
Length of sidings.....	9 $\frac{6}{10}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	64 pounds.

This road is leased to the Philadelphia and Reading railroad company, and is worked as a branch of said road, paying therefor a stipulated annual rent, out of which dividends are declared, amounting to twelve per cent. per annum.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Chas. E. Smith.....	Philadelphia.
Chas. B. Cabeen.....	Philadelphia.
Geo. F. Tyler	Philadelphia.
A. E. Borie.....	Philadelphia.
H. P. M'Kean.....	Philadelphia.
A. Hewson, M. D.....	Philadelphia.
John Tucker, President.....	Philadelphia.
P. C. Hollis, Secretary and Treasurer	Philadelphia.

(No. 66.)

MIDDLE CREEK.

STATE OF PENNSYLVANIA, }
Snyder County, } ss:

Personally appeared George Schnure, president of the Middle Creek railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) G. SCHNURE, *President.*

Sworn and subscribed before me, this }
 20th day of December, 1869. }

HORACE ALLEMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed, about	267,000 00
Amount paid in as by last report	100,000 00
Total amount now paid in of capital stock, (since last report, \$40,947 91,) about	140,947 91
The amount now of funded debt, (classified and date of maturity,) as follows	None.
Par value of each share	50 00
Amount paid in on each share	Cannot say.
Amount of capital on which the respective dividends were declared	No dividend.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$100,000 00</u>	<u>about \$139,311 76</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lewistown to Northumberland	50 miles
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Length of main line of road in Pennsylvania: All
in Pennsylvania; no rails have been laid; about
25 miles graded.

Number of wooden bridges: No bridges yet built.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders, about.....	\$140,947 91
From sale of bonds	None.
From other sources	None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. F. Reynolds	Plymouth, Pa.
Jno. M'Farland.....	Northumberland.
Henry C. Eyer	Selinsgrove.
Wm. F. Eckbert.....	Selinsgrove.
A. K. Gift.....	Middleburg.
Moses Specht.....	Beavertown.
John S. Smith	Beavertown.
Jos. Alexander ..	Lewistown.
Wm. Willis.....	Lewistown.
W. R. Graham.....	Lewistown.
Jas. H. Mann	Lewistown.
Jos. Sigler	Decatur.
Geo. Schnure, President	Selinsgrove.
Samuel Alleman, Secretary	Selinsgrove.
C. B. North, Acting Treasurer	Selinsgrove.
The company has no Superintendent.	

(No. 67.)

NESQUEHONING VALLEY.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared J. B. Moorhead, president, and W. B. Whitney, treasurer, of the Nesquehoning Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. B. MOORHEAD, *President.*

W. B. WHITNEY, *Treasurer.*

Sworn and subscribed before me, this }
 25th day of November, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed.....	500,000 00
Amount paid in as by last report	63,990 00
Total amount now paid in of capital stock	369,495 00
Floating debt, as by last report	None.
Number of shares of stock	10,000
Par value of each share	\$50 00
Amount paid in on each share: Mostly full paid.	

COST OF ROAD AND EQUIPMENT.

Construction and equipment, (under construction, not yet finished,).....	By present report. \$239,230 82
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CHARACTERISTICS OF ROAD.

Length of main line of road, from Mauch Chunk to Hometown.....	13 miles.
Length of main line of road in Pennsylvania	13 "
Length of road laid.....	7 "

Length of double track of road	1 mile.
Length of sidings	1 "
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track	60 pounds.
Branch roads owned by the company, and their length, viz: Branch into Panther Creek valley, one (1) mile long, under construction, and one of 3½ miles, to a connection with Catawissa railroad, also under construction.	
Roads worked or leased by the company	None.
Number of engine houses and shops	None.
Number of engines	None.
Number of passenger, baggage cars, &c.	None.
Number of wooden bridges, (total length in feet, 1,516,)	5
Number of stone bridges	None.
Number of railroads crossed	None.
Number of wood and water stations on main road,	1
Number of tunnels, (length of each, 3,800 feet, into Panther Creek valley,)	1
How is track laid, and on what foundation? Or- dinary track, on ballast.	

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. B. Moorhead	Philadelphia.
Wm. G. Moorhead	Philadelphia.
S. V. Merrick	Philadelphia.
J. V. Williamson	Philadelphia.
Francis R. Cope	Philadelphia.
Geo. F. Tyler	Philadelphia.
E. W. Clark	Philadelphia.
Fisher Hazard	Mauch Chunk, Pa.
George Whitney	Philadelphia.
S. M. Felton	Philadelphia.
F. P. Dimpfel	Philadelphia.
Charles Wheeler	Philadelphia.
Matthew Baird	Philadelphia.
J. B. Moorhead, President	Philadelphia.
W. B. Whitney, Secretary and Treasurer ..	Philadelphia.
J. Dutton Steele, Chief Engineer	Mauch Chunk, Pa.

(No. 68.)

NEW CASTLE AND BEAVER VALLEY.

STATE OF PENNSYLVANIA, } ss:
Lawrence County,

Personally appeared A. L. Crawford, president, and J. A. Crawford, treasurer, of the New Castle and Beaver Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) . A. L. CRAWFORD, *President.*
 J. A. CRAWFORD, *Treasurer.*

Sworn and subscribed before me, this }
 8th day of November, 1869. }

W. C. MOORE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$700,000 00
Amount of stock subscribed	700,000 00
Amount paid in as by last report.....	266,666 67
Total amount now paid in of capital stock	605,000 00
Funded debt, as per last report	154,500 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, May, 1882,)	\$124,800 00
2d mortgage bonds, (date of maturity, August, 1877,).....	11,500 00
	136,300 00
Floating debt, as by last report	3,000 00
The amount now of floating debt, (estimated,)....	2,000 00
Total amount now of floating and funded debt....	138,300 00
Rate per cent. per annum of interest on funded debt: 1st mortgage and 2d mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: January, April and July, 3 per cent., each ; October, 2½ per cent.	

Number of shares of stock	14,000
Par value of each share	\$50 00
Amount paid in on each share !.....	43 21 $\frac{3}{4}$
Amount of capital on which the respective dividends were declared: January, \$266,666 67; April, \$300,000; July and October, \$600,000.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$421,007 29	\$424,467 91
Equipment	4,000 00	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from New Castle to Homewood.....	14 $\frac{9}{10}$ miles.
Length of main line of road in Pennsylvania	14 $\frac{9}{10}$ "
Length of road laid	14 $\frac{9}{10}$ "
Length of double track of road.....	None.
Length of sidings	2 $\frac{5}{8}$ miles.
Gauge of road	4 feet 10 in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	2
Number of wooden bridges, (total length in feet, 1,070,).....	6
Number of stone bridges, (total length in feet, 50,)	2
Number of stations on main road	7
Number of wood and water stations on main road,	3
How is track laid, and on what foundation? Oak cross-ties; gravel ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

This road is operated by the Pittsburg, Ft. Wayne and Chicago railway company, under a lease for 99 years.

NEW CASTLE AND BEAVER VALLEY

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. L. Crawford	New Castle, Pa.
Wm. Patterson	New Castle, Pa.
Wm. L. Scott	Erie, Pa.
Wm. Harbaugh	Pittsburg, Pa.
J. M. Crawford	Philadelphia, Pa.
R. W. Cunningham	New Castle, Pa.
G. W. Cass	Pittsburg, Pa.
A. L. Crawford, President.....	New Castle, Pa.
J. A. Crawford, Secretary and Treasurer.....	New Castle, Pa.

(No. 69.)

NEWRY BRANCH.

NEWRY, PA., November 24, 1869.

Hon. J. F. HARTRANFT,

Auditor General, Harrisburg, Pa.:

SIR:—I received from you interrogatories with regard to the Newry Branch railroad, which it will be impossible for me to answer in full. The Newry Branch railroad company graded or partly graded the road, and then leased it to the Pennsylvania railroad company; said lease is dated August 3, 1867, for ten (10) years, or until the Pennsylvania railroad is paid for completing road, and for all unanswered questions I would most respectfully refer you to that company.

The act incorporating the company authorizes issuing six hundred shares of stock, of twenty-five dollars each, with power to increase unlimited.

Cost of grading, right of way, trestle-work, &c., expended before leasing to Pennsylvania railroad

company.....		\$13,383 69
481 shares stock issued.....	\$12,025 00	
Stock subscribed and unpaid.....	350 00	
Debts due by company.....	1,008 69	
		<hr/>
		13,383 69

Length of road laid, from Portage railroad to town of Newry, about five thousand two hundred and ninety feet.

Very respectfully, &c.,

ALEX. KNOX, *President.*

NEWRY BRANCH

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William Fartees	Newry, Pa.
Frank M'Kay	Newry, Pa.
John Hoover	Newry, Pa.
Henry M'Intosh	Newry, Pa.
James Bradley	Newry, Pa.
Andred P. Fisher	Newry, Pa.
Wm. H. Brook, Esq	Brook's Mills, Pa.
Daniel M. Bare, Esq	Morrison's Cove, Pa.
John Musselman	Duncansville, Pa.
Wm. Smith, Esq	Duncansville, Pa.
H. N. Burroughs	Philadelphia, Pa.
Matty Baird	Philadelphia, Pa.
Alex. Knox, President	Newry, Pa.
Henry M'Intosh, Secretary	Newry, Pa.
Frank M'Kay, Treasurer	Newry, Pa.

(No. 70.)

NORTHERN CENTRAL.

STATE OF PENNSYLVANIA, }
Dauphin County, } ss:

Personally appeared J. D. Cameron, president, and J. S. Leib, treasurer, of the Northern Central railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. D. CAMERON, *President.*
 J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1870. }

F. W. HAAS, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$8,000,000 00
Amount of stock subscribed	5,000,000 00
Amount paid in as by last report	4,798,900 00
Total amount now paid in of capital stock	5,000,000 00
Funded debt, as per last report	6,191,500 00
The amount now of funded debt, (classified and date	

of maturity,) as follows:

1st mortgage 6 per cent. coupon bonds of York and Cumberland railroad company, due May 1, 1870	\$175,000 00
3d mortgage 6 per cent. coupon bonds of York and Cumberland railroad company, guaranteed by city of Baltimore, due January 1, 1877	500,000 00
2d mortgage 6 per cent. coupon bonds of Northern Central rail- way company, due July 1, 1885,	2,500,000 00

NORTHERN CENTRAL

Brought forward.....	\$3,175,000 00	
3d mortgage 6 per cent. coupon bonds of Northern Central rail- way company, due April 1, 1900,	1,223,000 00	
	<hr/> 4,398,000 00	
Deduct amount in sinking funds..	766,500 00	
	<hr/> 3,631,500 00	
1st mortgage 6 per cent loan of Northern Central railway com- pany from State of Maryland— irredeemable	1,500,000 00	
2d mortgage consolidated 6 per cent. gold bonds of Northern Central railway company, due July 1, 1900. Total loan, (in- cluding \$3,631,500 00 as above.) \$6,000,000 issued	1,874,000 00	
	<hr/>	\$7,005,500 00
Floating debt, as by last report		232,955 56
The amount now of floating debt.....		592,582 28
Total amount now of floating and funded debt...		7,598,082 28
Rate per cent. per annum of interest on funded debt: 1st mortgage		6 per cent.
Date and rate per cent. per annum of dividend or dividends: May, August and November		2 per ct. each.
Number of shares of stock.....		100,000
Par value of each share		\$50 00
Amount paid in on each share		50 00
Amount of capital on which the respective divi- dends were declared: May, \$4,934,850; August, \$4,942,850, and November, \$4,999,850.		

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, including real estate,	\$9,890,923 98	\$10,566,586 05
Equipment	2,120,837 20	2,989,134 32
Total cost	<hr/> 12,011,761 18	<hr/> 13,555,720 37

CHARACTERISTICS OF ROAD.

Length of main line of road, from Baltimore, Md., to Sunbury, Pa.	138 miles.
Length of main line of road in Pennsylvania.	102 "
Length of road laid.	138 "
Length of double track of road.	78 "
Length of sidings.	45 "
Gauge of road.	4 ft. 9 in.
Weight of rail per yard on main track.	64 pounds.
Branch roads owned by the company and their length.	None.
Roads worked or leased by the company, viz: Wrightsville, York and Gettysburg, Shamokin Valley and Pottsville, Elmira and Williamsport.	
Number of engine houses and shops.	3
Number of engines.	134
Number of first class passenger cars, (rated as eight wheel cars,)	67
Number of baggage, mail and express cars, (rated as eight wheel cars,)	38
Number of freight cars, (rated as eight wheel cars,)	1,726
Number of coal cars, (rated as eight wheel cars,) ..	2,406
Number of iron bridges.	28
Number of wooden bridges.	120
Number of stone bridges.	28
Number of railroads crossed.	5
Number of stations on main road.	15
Number of wood and water stations on main road,	21
Number of tunnels, (length of each, 300 feet,)	1
How is track laid, and on what foundation? Stone ballast, cross-ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.	445,283
Number of miles run by freight and coal trains. ...	971,296
Number of miles run by ballast trains.	52,877
Number of through passengers for the year on main road.	16,189

Number of passengers (all classes) carried in cars,	707,278
Number of tons of 2,000 lbs. of through freight for the year on main road	147,039
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,496,909
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20
Average rate of speed adopted by express trains, including stops	28
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines	59,000 lbs.
Weight of freight engines	63,000 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

None kept.

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal..	596,242	Merchandise.....	280,594
Petroleum.....	4,213	Manufactures	22,871
Pig iron	33,565	Live stock	17,424
Railroad iron.....	29,420	Lumber	138,352
Other iron or castings.....	19,938	Other articles	41,155
Iron and other ores.....	85,609		
Lime and limestone..	71,338	Total.....	1,496,909
Agricultural products.....	120,188		

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings.....	\$451,256 97	\$135,377 10	\$315,879 87
Taxes on real estate.....	995 19	298 56	696 63
Total.....	452,252 16	135,675 66	316,576 50
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$121,003 15	\$36,300 95	\$84,702 20
Repairs of passenger and baggage cars.....	52,877 03	52,877 03	.....
Repairs of freight cars.....	207,731 73	.....	207,731 73
Repairs of tools and machinery in shops.....	14,660 26	4,398 07	10,262 19
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	62,449 82	18,734 94	43,714 88
Total.....	458,721 99	112,310 99	346,411 00
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$64,047 96	\$19,214 39	\$44,833 57
Agents and clerks.....	61,556 28	18,460 88	43,075 37
Labor—loading and unloading freight.....	15,998 10	4,529 43	10,568 67
Porters, watchmen and switch tenders.....	19,389 76	5,816 93	13,572 83
Wood and water station attendances.....	1,247 06	374 12	872 94
Conductors, baggage masters and brakemen.....	132,380 92	38,537 93	93,842 99
Engineers and firemen.....	87,926 45	24,043 02	73,883 43
Fuel and cost of preparing for use.....	208,690 46	62,607 14	146,083 32
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	20,518 13	6,155 44	14,362 69
Loss and damage of goods and baggage.....	15,618 30	.....	15,618 30
Use of freight cars.....	19,846 22	.....	19,846 22
Shoveling snow.....	479 50	143 85	335 65
Damage for injury of persons.....	4,828 42	4,828 42	.....
General superintendence.....	14,853 10	4,511 77	10,341 33
Contingencies.....	298,229 79	89,408 94	208,760 85
Total.....	974,390 42	278,392 26	695,998 16

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$201,100 00
From sale of bonds.....	922,000 00
Total.....	<u>1,123,100 00</u>

RECEIPTS FOR THE YEAR ENDING DECEMBER 31, 1869.

From passengers	\$653,466 35
From freight.....	1,950,099 33
From mail and express.....	84,475 71
From miscellaneous.....	240,021 89
Total.....	<u>2,928,063 28</u>

Summary of payments:

For construction and equipment	\$1,543,959 19
For maintaining and operating the road	1,885,364 57
For dividends	299,401 00
For interest	486,179 08
For miscellaneous	25,000 00
For sinking funds.....	83,000 00
For State tax on capital stock	14,463 00
For United States tax on dividends.....	14,487 43
Total	<u>4,351,854 27</u>

ACCIDENTS.

	Killed.	Injured.
Passengers.....	1	0
Employees.....	5	3
Others	3	2
Total.....	<u>9</u>	<u>5</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

Lewis Miller, a yard brakeman, had his arm badly crushed while coupling cars at Sunbury, 27th of January, 1869.

George Zorgar, laborer, was crushed to death by a falling rock at company's quarries, York Haven, on the 15th of February, 1869.

Charles Vance, brakeman on through freight train north, 3d March, 1869, was killed, in collision of two trains, at Red Bank. At same time, John D. Jones, a passenger brakeman, and Dr. J. H. Dickinson, passenger, were slightly injured.

Robert Thompson, laborer at Hanover Junction coal yard, was struck by engine of mail train north, on 27th of April, 1869, and severely injured.

Edward Stanbaugh, boy, ten years old, attempted to get on third section of through freight train south, in Dauphin, on the 12th of May, 1869, and fell on track, cars passing over him, crushing his left foot so badly that it had to be amputated.

Albert H. Boyd, a brakeman on freight train, was struck by a bridge at Hyde's grade, about two miles south of York, on 28th of May, 1869, and instantly killed.

A German emigrant, John Geist, of Warren county, Pa., was standing on the top of a coal dump next to emigrant car, while engine was taking water at Selinsgrove, July 19, 1869, and being off his guard when train started was jerked off, fell on track, and wheels of car passed over him, killing him instantly. Result of his own carelessness.

D. Philling, boy, aged seven years, in attempting to get on a freight train at York, on 21st July, 1869, fell under wheels of car and had his right foot and both legs badly injured.

Hiram Fisher, yard brakeman at Sunbury, in coupling cars had his right arm caught and so badly crushed that it had to be amputated. July 26, 1869.

John Krause, a German boy, sixteen years old, attempted to get on local freight train south, about three miles south of Sunbury, and fell under the cars, wheels passing over his right leg. He was taken to Sunbury and his leg amputated; he died soon after. Occurred 4th of August, 1869

Charles W. Stewart, passenger engineer of engine No. 17, and Jacob Chrisman, fireman of engine No. 17, were killed on Dauphin and Susquehanna railroad, near Dauphin, on the 14th of August, 1869, by engine being thrown from the track by a rock.

John Glatfelter, a stone mason, was walking on track near Glatfelter's station, on 29th of September, 1869, and was struck by York accommodation train south and killed.

Abram Starry, a stone mason, was walking on track south of Shrewsbury station, on 11th of October, 1869, and was struck by engine of Cincinnati express north and killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wistar Morris.....	Philadelphia, Pa.
John M. Kennedy.....	Philadelphia, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
E. C. Biddle.....	Philadelphia, Pa.
Edmund Smith.....	Philadelphia, Pa.
Jacob P. Jones.....	Philadelphia, Pa.
Amos E. Kapp.....	Northumberland, Pa.
Wm. Colder.....	Harrisburg, Pa.
Henry Welsh.....	York, Pa.
George Small.....	Baltimore, Md.
B. F. Newcomer.....	Baltimore, Md.
S. M. Shoemaker.....	Baltimore, Md.
James D. Cameron, President.....	Harrisburg, Pa.
Robert S. Hollins, Secretary.....	Baltimore, Md.
John S. Leib, Treasurer.....	Baltimore, Md.
Alfred R. Fiske, General Superintendent.....	Harrisburg, Pa.

(No. 71.)

NORTH LEBANON.

STATE OF PENNSYLVANIA, }
Lebanon County, } ss:

Personally appeared A. Wilhelm, president, and Jacob Weidle, treasurer, of the North Lebanon railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) A. WILHELM, *President.*

JACOB WEIDLE, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of November, 1869. }

WM. W. MURRAY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$150,000 00
Amount of stock subscribed.....	150,000 00
Amount paid in as by last report.....	300,000 00
Total amount now paid in of capital stock.....	300,000 00
Funded debt, as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Date and rate per cent. per annum of dividend or dividends: January and July.....	14 per cent.
Number of shares of stock.....	6,000
Par value of each share.....	\$50 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective divi- dends were declared.....	<u>300,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$276,741 76	\$316,601 37
Equipment.....	62,279 00	62,279 00
Total cost.....	<u>339,020 76</u>	<u>378,880 37</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from depot at Union canal to Cornwall.....	7 miles.
Length of main line of road in Pennsylvania.....	Entire.
Length of road laid.....	7 $\frac{72}{100}$ miles.
Length of sidings	2 $\frac{88}{100}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	50 and 64 lbs.
Branch roads owned by the company, and their length, viz: Crossing Union canal, say.....	1,000 feet
Number of engine houses and shops.....	1
Number of engines	3
Number of freight cars, rated as eight wheel cars, (average cost of each, \$440,).....	60
Number of iron bridges, (total length in feet, 50,)	1
Number of wooden bridges, (total length in feet, 150,)	9
Number of stone bridges, (total length in feet, 20,)	2
Number of railroads crossed.....	1
Number of stations on main road	12
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road way	\$500 00
How is track laid, and on what foundation? Broken limestone.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by freight trains, about.....	12,000
Number of tons of 2,000 pounds of through freight for the year on main road	176,681
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	239,985.16
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10
Weight of freight engines, from	16 to 31 tons.

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	52,482.17	Other articles.....	1,185.11
Pig iron.....	25,569		
Iron and other ores.....	150,783.4	Total.....	239,985
Lime and limestone.....	9,965.04		

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight.....	4½ cents.
For through coal	3 "
For local freight.....	7 "
For local coal	5 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Allotted to
freight transportat'n.

Repairs or maintenance of way, including build- ings	\$15,755 81
Taxes on real estate	5 00
Total.....	<u>15,760 81</u>

Repairs of machinery.

Repairs of engines and tenders	\$3,140 00
Repairs of freight cars	3,510 12
Incidental expenses, clerks, watchmen, &c., about shops.....	2,785 70
Total.....	<u>9,435 82</u>

Operating the road:

Conductors, baggage masters and brakemen	\$1,550 25
Engineers and firemen	1,600 00
Fuel and cost of preparing for use	2,500 00
Total	<u>5,650 25</u>

Contingencies included in incidentals.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From all sources.....	<u>\$77,965 32</u>
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RECEIPTS.

Months.	Freight.
November, 1868.....	\$7, 180 09
December, 1868.....	5, 466 68
January, 1869.....	6, 146 84
February, 1869.....	5, 260 65
March, 1869.....	6, 825 52
April, 1869.....	7, 783 40
May, 1869.....	7, 527 32
June, 1869.....	5, 889 69
July, 1869.....	6, 268 42
August, 1869.....	6, 709 27
September, 1869.....	6, 235 24
October, 1869.....	6, 672 20
Total	77, 965 32

Summary of payments :

For maintaining and operating the road	\$30,846 88
For dividends	39,900 00
For miscellaneous, repairs, &c., of all kinds	25,191 63
For surplus funds.....	18,536 99
For State tax on capital stock and tonnage, and gross receipts	5,993 03
For United States tax	2,030 80
Total.....	<u>97,302 70</u>

Cost of transportation :

Cost per ton freight per mile, proximate average: 7 cents, including wheelage and car service.

What express companies run on your road, and on what terms?
None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. Wilhelm	Lebanon, Pa.
Samuel Small	York, Pa.
D. S. Hammond.....	Lebanon, Pa.
J. W. Mish.....	Lebanon, Pa.
Jacob Weidle.....	Lebanon, Pa.
A. Wilhelm	President.
J. W. Mish	Secretary.
Jacob Weidle.....	Treasurer.
Beale Few	Superintendent.

(No. 72.)

NORTH PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared Franklin A. Comly, president, and William Wister, treasurer, of the North Pennsylvania railroad company, and in due form of law made oath and affirmation, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) F. A. COMLY, *President.*
 WILLIAM WISTER, *Treasurer.*

Sworn, affirmed and subscribed before me, {
 this 14th day of November, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, with privilege of increasing.....	\$1,500,000 00
Amount of stock subscribed.....	3,150,000 00
Amount paid in as by last report.....	3,150,000 00
Total amount now paid in of capital stock	3,150,000 00
Funded debt, as per last report	3,463,839 00
The amount now of funded debt. (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, January 1, 1885,).....	\$2,275,000 00
2d mortgage bonds, (date of maturity, April 1, 1877,)	360,000 00
3d mortgage bonds, (date of maturity, May 1, 1896,).....	811,500 00
Scrip, (date of maturity, July 1, 1870,)	141,939 00
	<hr/> 3,588,439 00
Floating debt, as by last report	None.
The amount now of floating debt	133,476 41

Total amount now of floating and funded debt . . . \$3,721,915 41

Rate per cent. per annum of interest on funded
debt: 1st mortgage, 6 per cent.; 2d mortgage,
10 per cent.; 3d mortgage, 7 per cent.

Date and rate per cent. per annum of dividend or
dividends: One scrip dividend, 5 per cent.; no
cash dividends.

Number of shares of stock	63,000
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective divi- dends were declared	<u>3,150,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, (exclusive of real estate,)	\$5,895,758 87	\$6,059,105 27
Equipment.....	799,232. 20	965,987 36
Total cost.....	<u>6,694,991 07</u>	<u>7,025,092 63</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Bethlehem	55 $\frac{6}{10}$ miles.
Length of main line of road in Pennsylvania	55 $\frac{6}{10}$ "
Length of road laid, (equivalent to length of single track,).....	94 $\frac{7}{10}$ "
Length of double track of road	11 "
Length of sidings	17 $\frac{8}{10}$ "
Gauge of road	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	56 and 64 lbs.
Branch roads owned by the company, and their length, viz: (1 $\frac{8}{10}$ and 10 $\frac{3}{10}$ miles,)	2
Roads worked or leased by the company	None.
Number of engine houses and shops.....	7
Number of engines	29
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,381,).....	32

Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,641,)	16
Number of freight cars, rated as eight wheel cars, (average cost of each, \$580,).....	384½
Number of coal cars, rated as eight wheel cars, (average cost of each, \$400,).....	224
Number of iron bridges, (total length in feet, 230,)	3
Number of wooden bridges, (total length in feet, 1,749,).....	8
Number of stone bridges, (total length in feet, 100,)	2
Number of railroads crossed, (2 steam roads and 2 horse roads,)	4
Number of stations on main road	31
Number of wood and water stations on main road,	12
Value of real estate held by the company, exclusive of road way	\$991,064 96
Number of tunnels, (length of each, 2,160 and 500 feet,)	2
How is track laid, and on what foundation? Large cross-ties, wrought iron chairs and fish joints, and broken stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	263,527
Number of miles run by freight trains.....	65,506
Number of miles run by coal trains.....	131,110
Number of through passengers for the year on main road.....	88,938
Number of passengers (all classes) carried in cars,	771,984
Number of tons of 2,000 lbs. of through freight for the year on main road	278,844
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	552,771
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	18
Average rate of speed adopted by express trains, including stops	24

Average rate of speed adopted by freight trains, including stops.....	9
Weight of first class passenger engines	53,000 lbs.
Weight of freight engines.....	<u>67,000 lbs.</u>

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	55,948	June, 1869.....	76,042
December, 1868.....	54,472	July, 1869.....	82,176
January, 1869.....	47,901	August, 1869.....	86,442
February, 1869.....	45,999	September, 1869.....	73,125
March, 1869.....	45,744	October, 1869.....	72,827
April, 1869.....	59,638		
May, 1869.....	62,669	Total	<u>771,984</u>

The amount of freight, specifying the quantity in tons:

Anthracite coal	254,663	Agricultural products.....	43,094
Bituminous coal	1,637	Merchandise	28,589
Petroleum	1,305	Manufactures	32,817
Pig iron.....	47,288	Live stock.....	1,102
Railroad iron.....	2,441	Lumber	30,949
Other iron or castings.....	11,303	Other articles	32,552
Iron and other ores.....	47,564		
Lime and limestone.....	17,467	Total.....	<u>552,771</u>

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through and way passengers.....	2.80 cents.
For second class through and way passengers	<u>None.</u>

The rate per ton (of 2,000 lbs.) per mile charged for freight:

For through freight and coal, and for local freight and coal	<u>3.72 cents.</u>
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transporta'n.
Repairs or maintenance of way, including buildings.....	\$193,404 31	\$116,042 58	\$77,361 73
Taxes on real estate.....	5,416 28	1,895 60	3,520 68
Total.....	198,820 59	117,938 18	80,882 41
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$30,553 19	\$11,130 28	\$19,422 91
Repairs of passenger and baggage cars.....	8,205 00	8,205 00	.....
Repairs of freight and coal cars.....	53,394 31	.....	53,394 31
Repairs of tools and machinery in shops.....	7,271 00	2,617 56	4,653 44
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	20,597 85	10,942 83	9,655 02
Total.....	120,021 35	32,895 67	87,125 68
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$14,830 00	\$5,190 50	\$9,639 50
Agents and clerks.....	28,179 38	8,469 15	19,710 23
Labor—loading and unloading freight.....	10,160 00	.....	10,160 00
Porters, watchmen and switch tenders.....	8,664 00	3,032 40	5,631 60
Wood and water station attendance.....	3,735 96	2,241 66	1,494 30
Conductors, baggage masters and brakemen.....	51,235 44	25,617 72	25,617 72
Engineers and firemen.....	39,740 07	13,670 80	24,069 27
Fuel and cost of preparing for use.....	61,393 45	25,396 97	35,996 48
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	7,058 58	2,526 20	4,532 38
Loss and damage of goods and baggage.....	1,119 23	.....	1,119 23
Use of freight cars, (balance of account),.....	32,162 10	.....	32,162 10
Shoveling snow.....	605 35	363 10	242 25
Damage for injury of persons: None.	.....	.....	.....
Damage to property, including damage by fire and cattle killed on road: None.	.....	.....	.....
General superintendence and contingencies, including horse power, &c.,.....	62,536 81	.....	.....
Total.....	321,420 37	.....	.....

RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail & express.	Use of cars.	Miscellaneous	Total.
November, 1868...	\$27, 872 31	\$53, 731 05	\$922 43	\$3, 296 36	.....	\$85, 822 15
December, 1868....	28, 646 76	55, 601 37	988 05	2, 322 26	.....	87, 558 44
January, 1869.....	25, 692 58	52, 718 41	877 62	2, 329 90	.....	81, 618 51
February, 1869....	23, 177 56	56, 311 72	838 24	1, 993 96	.....	82, 321 48
March, 1869.....	27, 701 47	73, 858 90	1, 057 38	2, 590 99	.....	105, 208 74
April, 1869.....	32, 417 25	64, 830 44	1, 094 90	3, 090 93	.....	101, 433 52
May, 1869.....	32, 409 42	52, 295 92	1, 588 50	1, 569 35	.....	87, 863 19
June, 1869.....	35, 678 22	41, 105 69	1, 281 13	924 56	.....	78, 989 60
July, 1869.....	39, 333 06	63, 748 33	1, 114 40	1, 935 16	.....	106, 130 95
August, 1869.....	43, 028 53	60, 072 29	1, 498 72	4, 821 11	.....	109, 420 65
September, 1869...	36, 604 67	55, 006 79	1, 360 89	2, 167 63	.....	95, 139 98
October, 1869.....	36, 817 70	61, 338 49	1, 359 98	3, 223 76	.....	102, 739 93
Total.....	349, 379 53	690, 619 40	13, 982 24	30, 265 97	\$84 84	1, 132, 731 14

Summary of payments :

For construction and equipment	\$330,101 56
For maintaining and operating the road	640,262 31
For dividends: No cash dividends.	
For interest.....	235,750 24
For miscellaneous	3,571 65
For State tax on tonnage and gross receipts.....	15,970 08
For United States tax on passengers and mail, &c.,	9,813 46
Total.....	<u><u>1,235,469 30</u></u>

Cost of transportation :

Cost per passenger per mile, proximate average ..	1.58 cents.
Cost per ton freight per mile, proximate average..	<u><u>2.10 cents.</u></u>

What express companies run on your road, and on what terms ?
 Central express company and Heston's express ; 12 cents per ton per mile.

What transportation or freight companies run on your road, and on what terms ? None.

ACCIDENTS.

	Killed.	Injured.
Passengers	0	1
Employees	1	0
Others.....	5	2
Total.....	<u>6</u>	<u>3</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

November 23, 1868. Elisha Walton was hurt when walking on the line, by being struck by a platform car.

December 29, 1868. John Taylor, aged 64 years, was hurt so that he afterward died, by being struck by a car when walking on the line.

February 3, 1869. Elizabeth Clair broke her leg by voluntarily jumping from a train in motion.

June 12, 1869. David J. McClean, aged 68 years, was killed when trying to cross the track in front of an express train.

July 8, 1869. A child, named Hannah Berg, was killed by playing on the track in front of an express train.

July 13, 1869. Abraham Patterson, a brakeman, was killed by falling from a freight car.

July 21, 1869. A small boy, named Dennis McKay, was killed by getting on to the track in front of an express train.

August 14, 1869. John Busby, had his arm run over when he was lying on the track at night.

September 23, 1869. Thomas Cullyer, found dead on the track after dark, run over when lying on the railroad.

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
John Jordan, Jr	Philadelphia.
J. Gillingham Fell	Philadelphia.
S. Morris Waln	Philadelphia.
William C. Ludwig	Philadelphia.
Ellwood Shannon	Philadelphia.
Edward C. Knight	Philadelphia.
Alfred Hunt	Philadelphia.
William C. Kent	Philadelphia.
Charles W. Wharton	Philadelphia.
Edward Roberts	Philadelphia.
Jacob Reigel	Philadelphia.
Oliver H. Wilson	Philadelphia.
Franklin A. Comley, President	Philadelphia.
Edward Armstrong, Secretary	Philadelphia.
William Wister, Treasurer	Philadelphia.
Solomon W. Roberts, Superintendent	Philadelphia.

(No. 73.)

OIL CREEK AND ALLEGHENY RIVER.

STATE OF PENNSYLVANIA, }
Erie County, } ss.

Personally appeared Edward F. Gay, president, and Frederick A. Phillips, treasurer, of the Oil Creek and Allegheny River railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) EDW'D F. GAY, *President.*
 F. A. PHILLIPS, *Treasurer.*

Sworn and subscribed before me, this }
 8th day of December, 1869. }

D. M. R. WILSON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$4,259,450 00
Amount of stock subscribed	4,259,450 00
Amount paid in as by last report	4,259,450 00
Total amount now paid in of capital stock	4,259,450 00
Funded debt, as per last report	3,170,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, date of maturity—	
February 1, 1896	\$1,500,000 00
April 1, 1882	580,000 00
June 1, 1871	200,000 00
2d mortgage bonds, (date of maturity, November 1, 1871,)	
	71,000 00
Consolidated mortgage bonds, (date of maturity, May 1, 1888,)	
	819,000 00
	<hr/>
	3,170,000 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	3,170,000 00

Rate per cent. per annum of interest on funded debt, 1st and 2d mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: January 1, April 1, July 1 and Octo- ber 1, 1869, 10 per cent.; four quarterly dividends of 2½ per cent. each.	
Number of shares of stock	85,189
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective divi- dends were declared	<u>4,259,450 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$6,742,065 55	\$6,830,157 72
Equipment	807,721 38	830,232 36
Total cost	<u>7,549,786 93</u>	<u>7,660,390 08</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Corry to Irvine- ton.....	95 miles.
Length of main line of road in Pennsylvania.....	95 "
Length of road laid.....	95 "
Length of double track of road	None.
Length of sidings.....	21½ miles.
Gauge of road: 45 miles, three rails, 6 feet gauge and 4 feet 9 inches; 50 miles, 4 feet 9 inches.	
Weight of rail per yard on main track	50, 56 & 60 lbs.
Branch roads owned by the company, and their length, viz: Cherry Run branch, 3½ miles.	
Roads worked or leased by the company	None.
Number of engine houses and shops.....	11
Number of engines	28
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,680,).....	16
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$2,500,)	5

Number of freight cars, rated as eight wheel cars, (average cost of each, \$750,).....	314
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 1,480,)	7
Number of stone bridges.....	None.
Number of railroads crossed	None.
Number of stations on main road.....	26
Number of wood and water stations on main road,	21
Value of real estate held by the company, exclu- sive of road way.....	\$45,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? With cross-ties, partly ballasted with stone and gravel.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	160,096
Number of miles run by freight trains	245,914
Number of miles run by coal trains.....	None.
Number of through passengers for the year on main road.....	None.
Number of passengers (all classes) carried in cars,	449,970
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	657,039
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	20
Average rate of speed adopted by express trains, including stops.....	20
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines	22 tons.
Weight of freight engines	32 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	33,970	June, 1869.....	38,319
December, 1868.....	30,872	July, 1869.....	43,267
January, 1869.....	34,191	August, 1869.....	42,121
February, 1869.....	31,016	September, 1869.....	39,544
March, 1869.....	37,323	October, 1869.....	36,592
April, 1869.....	41,424		
May, 1869.....	41,331	Total.....	<u>449,970</u>

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal,	111,503	Merchandise and manufactures,	27,844
Petroleum.....	447,315	Live stock.....	None.
Pig iron, railroad iron and other		Lumber.....	24,196
iron or castings.....	10,614	Other articles.....	26,877
Iron and other ores.....	None.		
Lime and limestone.....	991	Total.....	<u>657,039</u>
Agricultural products.....	7,699		

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3½ cents.
For first class way passengers.....	<u>3½ “</u>

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight.....	10 cents.
For through coal.....	None.
For local freight.....	10 cents.
For local coal.....	<u>5 “</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transpor't.	Freight Transpor't.
Repairs or maintenance of way, including buildings.....	\$330,453 05	\$82,613 41	\$247,840 24
Taxes on real estate.....	1,001 44	250 00	751 44
Total.....	\$31,455 09	82,863 41	248,591 68
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$97,378 19	\$24,344 54	\$73,033 65
Repairs of passenger and baggage cars.....	23,574 57	23,574 57	.....
Repairs of freight cars.....	52,496 24	.....	52,496 24
Repairs of tools and machinery in shops.....	3,504 04	1,401 27	4,102 77
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	1,820 00	455 12	1,365 48
Total.....	180,773 04	49,775 50	130,998 14
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$6,784 34	\$2,386 90	\$4,397 38
Agents and clerks.....	61,916 69	9,648 55	52,268 14
Labor—loading and unloading freight.....	30,655 15	.....	30,655 15
Porters, watchmen and switch tenders.....	6,548 85	1,637 21	4,911 64
Wood and water station attendance.....	2,596 72	649 18	1,947 54
Conductors, baggage masters and brakemen.....	73,604 55	17,413 91	56,190 64
Engineers and firemen.....	55,404 43	10,871 11	44,533 32
Fuel and cost of preparing for use.....	75,526 08	18,881 52	56,644 56
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	17,124 98	4,281 14	12,843 44
Loss and damage of goods and baggage.....	3,674 54	60 00	3,614 54
Damage for injury of persons.....	4,653 80	1,163 45	3,490 35
Damage to property, including damage by fire and cattle killed on road.....	9,121 19	1,190 00	7,931 19
General superintendence.....	14,418 03	3,604 50	10,813 53
Contingencies.....	126,814 80	3,666 83	123,147 97
Total.....	488,843 75	75,424 36	413,419 39

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	None.
From sale of bonds	None.
From other sources	None.

RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail, express and telegraph.	Miscellaneous.	Total.
November, 1868	\$18,893 59	\$112,858 03	\$1,337 51	\$1,751 37	\$134,840 50
December, 1868	17,367 45	152,978 70	1,356 75	3,852 51	175,555 41
January, 1869	18,451 68	155,085 45	1,278 56	1,607 37	176,423 06
February, 1869	15,964 15	122,432 41	1,239 76	808 69	140,445 01
March, 1869	19,367 82	128,063 11	5,404 27	836 15	153,671 35
April, 1869	22,871 15	124,299 58	1,714 35	553 84	149,438 92
May, 1869	21,254 25	138,804 07	1,539 45	875 54	162,473 31
June, 1869	21,364 90	150,466 94	1,585 71	3,190 92	176,608 47
July, 1869	23,818 33	145,792 56	1,655 82	718 59	171,985 30
August, 1869	22,713 18	153,661 93	1,575 37	304 98	178,255 46
September, 1869	22,611 62	165,444 00	1,611 39	1,457 86	191,124 87
October, 1869	22,003 00	178,546 28	1,584 87	1,471 53	203,605 68
Total	246,681 12	1,728,433 06	21,883 81	17,429 35	2,014,427 34

Summary of payments :

For construction and equipment	\$122,800 27
For maintaining and operating the road	1,001,072 48
For dividends	425,945 00
For interest	219,475 00
For miscellaneous	21,183 21
For surplus funds	210,705 00
For State tax on capital stock and tonnage, and gross receipts	36,159 88
For United States tax	32,446 99
Total	<u>2,069,787 83</u>
Total amount of surplus fund	<u><u>\$329,252 10</u></u>

Cost of transportation :

Cost per passenger per mile, proximate average...	3 cents.
Cost per ton freight per mile, proximate average...	4½ "

What express companies run on your road, and on what terms ?
 American Merchants' express company, at \$35 per day.

ACCIDENTS.

	Killed.	Injured.
Passengers	0	1
Employees	1	1
Others	0	5
Total	<u>1</u>	<u>7</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

December 22, 1868. Archibald Knight, brakeman, killed at Boyd farm, by falling from engine.

May 8, 1869. Small child, (name and age unknown,) run over near Corry ; one foot and one hand crushed ; foot and two fingers amputated.

June 14. John Gardner, of Ohio, passenger, run over at Titusville, in attempting to get off train while in motion ; foot amputated.

August 21. Frank Riley, while intoxicated, in endeavoring to climb upon a train in motion, at Miller farm, fell and had foot crushed.

September 18. H. Cummings and E. Brown, in attempting to climb upon a train in motion at Tidioute, were run over. Cummings's leg crushed, afterward amputated ; Brown had collar bone broken.

September 23. J. R. Campbell, (supposed to have been intoxicated,) run over on Cherry Run branch and had leg crushed ; amputated.

August 27. Jas. Polhemus, brakeman, hand crushed in coupling cars at Titusville ; two fingers amputated.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edward F. Gay	Philadelphia.
Thos. A. Scott	Philadelphia.
Chas. B. Wright.....	Philadelphia.
W. S. Lane.	Philadelphia.
Jno. M. Kennedy.....	Philadelphia.
Chas. K. Lee.....	Silver Creek, N. Y.
Alex. S. Diven.	New York.
Edward F. Gay, President	Philadelphia.
F. A. Phillips, Secretary and Treasurer	Corry, Pa.
Jno. Pitcairn, Jr., General Manager	Corry, Pa.
Chas. J. Hepburn, Superintendent	Corry, Pa.

(No. 74.)

OIL CITY AND PIT-HOLE BRANCH.

STATE OF PENNSYLVANIA, }
Venango County, } ss:

Personally appeared George V. Forman, sequestator, and J. R. Campbell, treasurer of the sequestator of the Oil City and Pit-Hole Branch railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) GEORGE V. FORMAN, *Sequestator.*

J. R. CAMPBELL, *Treas. of Sequestator.*

Sworn and subscribed before me, this }
 8th day of November, 1869. }

W. P. GROVES, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	485,000 00
Amount paid in as by last report.....	485,000 00
Total amount now paid in of capital stock	485,000 00
Funded debt, as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt, as by last report, about	\$190,000 00
The amount now of floating debt: Same, with interest for one year.	
Total amount now of floating and funded debt: As above.	
Date and rate per cent. per annum of dividend or dividends.....	No dividends.
Number of shares of stock.....	100,000
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u>No dividends.</u>

COST OF ROAD AND EQUIPMENT.

Original books for construction and equipment in hands of the company, and beyond the reach of the receiver.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pit-Hole to Oleopolis	7 miles.
Length of main line of road in Pennsylvania.....	7 "
Length of road laid.....	7 "
Length of double track of road	None.
Length of sidings	1 mile.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track: 56 pounds for five miles, and 62 pounds for three miles.	
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	2
Number of engines	2
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, about \$1,500,)	2
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, about \$800,)	1
Number of freight cars, rated as eight wheel cars, (average cost of each, about \$600,).....	25
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of wooden bridges, (total length in feet, 650,)	11
Number of railroads crossed	None.
Number of stations on main road.....	5
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road way, about	\$3,000 00
Number of tunnels	None.
How is track laid, and on what foundation? Cross-ties, filled with gravel and earth.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains: Mixed trains, about.....	9,000 miles.
Number of passengers (all classes) carried in cars,	5,500
Number of tons of 2,000 lbs. of through freight for the year on main road, and gross amount of tonnage for the year, (2,000 lbs. per ton :) No account kept.	
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	12
Weight of first class passenger engines	25 tons.
Weight of freight engines	23 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868	400	June, 1869.....	567
December, 1868.....	501	July, 1869.....	234
January, 1869.....	338	August, 1869.....	507
February, 1869.....	404	September, 1869.....	281
March, 1869.....	641	October, 1869.....	470
April, 1869.....	559		
May, 1869.....	598	Total.....	5,500

The amount of freight, specifying the quantity in tons :

No account kept.

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	7 cents.
---	----------

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight.....	15 cents.
For through coal	20 "
For local freight.....	None.

EXPENSES.

Account not kept so as to be able to fill this blank as itemized.

RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Use of cars.	Total.
November, 1868.....	\$200 20	\$3,068 72	\$28 40		\$3,297 32
December, 1868.....	250 85	2,931 07	18 00		3,199 92
January, 1869.....	136 37	2,115 81	15 00		2,267 18
February, 1869.....	201 90	1,060 87	13 85		1,276 62
March, 1869.....	320 75	3,003 23	20 28		3,344 26
April, 1869.....	196 60	3,126 52	28 51		3,351 63
May, 1869.....	215 75	3,217 79	25 03		3,458 57
June, 1869.....	450 00	4,021 17			4,471 17
July, 1869.....	101 90	832 40			934 30
August, 1869.....	253 80	1,295 28		\$31 00	1,580 08
September, 1869.....	123 05	2,098 21		65 00	2,286 26
October, 1869.....	235 45	3,819 35			4,054 80
Total.....	2,686 62	30,590 42	149 07	96 00	33,522 11

Summary of payments :

For construction and equipment, and maintaining
and operating the road..... \$24,888 29

Cost of transportation :

Cost per passenger per mile and cost per ton freight per mile,
proximate average: As trains were mixed it is impossible to tell.

What express companies run on your road, and on what terms?
No express company at present.

What transportation or freight companies run on your road,
and on what terms? None.

ACCIDENTS.

None

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William Thorp.....	Meadville, Pa.
William Reynolds.....	Meadville, Pa.
J. J. Shryock.....	Meadville, Pa.
Thos. B. Porteous.....	Oil City, Pa.
J. J. Vandergrift.....	Oil City, Pa.
William Thorp, President.....	Meadville, Pa.
W. W. Bronson, Superintendent.....	Pit-Hole.

(No. 75.)

PENNSYLVANIA AND NEW YORK.

STATE OF PENNSYLVANIA, }
Bradford County, } ss:

Personally appeared C. F. Welles, president, and J. P. Cox, Esq., treasurer, of the Pennsylvania and New York canal and railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) C. F. WELLES, *President.*

Sworn and subscribed before me, this }
 8th day of January, 1870. }

EDWARD HERRICK, JR., *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	\$1,061,700 00
Total amount now paid in of capital stock	1,061,700 00
Funded debt, as per last report.....	2,697,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, date of maturity—	
Twenty years from date of issue....	\$1,500,000
Forty years from date of issue....	1,500,000
	3,000,000 00
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt ...	3,000,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage	7 per cent.
Number of shares of stock	21,234
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u><u><u>No dividends.</u></u></u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$1,581,100 90</u>	<u>\$2,449,079 49</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Wilkesbarre to State line, near Waverly.....	105 miles.
Length of main line of road in Pennsylvania.....	105 “
Length of road laid.....	105 “
Length of sidings.....	10½ “
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track.....	60 pounds.
Roads worked or leased by the company: None in this State.	
Number of engine houses.....	3
Number of wooden bridges, (total length in feet, 5,882,).....	38
Number of railroads crossed: One, Lackawanna and Bloomsburg, at Pittston.	
Number of stations on main road.....	22
Number of water stations on main road.....	11
Number of tunnels.....	None.
How is track laid, and on what foundation? Oak and hemlock sills, gravel ballast.	

This road was completed and opened for through business on the 13th of September, 1869, up to which time the greater portion was operated by the Lehigh Valley railroad company. Accounts between that company and our own are now in process of adjustment, but we are not yet in position to furnish the detailed information in regard to transportation of freight and passengers, and expenses of operation, required by your department. We have delayed this statement until this late date in order to make a full report, but now find it impossible to do so, without such further delay as will prevent its publication in your annual report.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Asa Packer.....	Mauch Chunk, Pa.
Wm. W. Longstreth.....	Philadelphia.
Robert H. Sayre	Bethlehem, Pa.
Walter G. Sterling.	Wilkesbarre.
Robert A. Packer.....	Bethlehem.
Victor E. Piollet.....	Wysox, Pa.
Wm. Reed.....	New York.
John W. Hollenback.....	Wilkesbarre.
Garret B. Linderman.....	Mauch Chunk.
John J. Taylor.....	Owego, N. Y.
John P. Cox.....	Towanda, Pa.
Charles Hartshorne	Philadelphia.
Charles F. Welles, President.....	Athens, Pa.
John P. Cox, Secretary, Treasurer and Sup't.....	Towanda, Pa.

(No. 76.)

PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Herman J. Lombaert, vice president, and Thos. T. Firth, treasurer, of the Pennsylvania railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) HERMAN J. LOMBAERT, *2d Vice Pres't.*

THOS. T. FIRTH, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of January, 1870. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$35,000,000 00
Amount of stock subscribed	33,501,350 00
Amount paid in as by last report.....	27,040,762 50
Total amount now paid in of capital stock.....	33,493,112 50
Funded debt, as per last report.....	14,915,568 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1880,).....	\$4,972,000 00
2d mortgage bonds, (date of maturity, 1875,).....	4,866,840 00
Debenture bonds, (date of maturity, 1871,).....	1,114,224 00
General mortgage bonds, (date of maturity, 1910,)	6 826,500 00
	<hr/>
	17,779,564 00
Debt due the State, (for purchase of main line,) bearing 5 per cent. interest	6,082,538 14
Floating debt, as by last report	50,000 00
The amount now of floating debt	2,054,451 86

Total amount now of floating and funded debt..	\$19,834,015 86
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends: May 1, 1869, and November 1, 1869, each 5 per cent. in cash.	
Number of shares of stock.....	670,270
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared: May, \$27,043,262 50; November, \$33,162,862 50.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, equipment, real estate, telegraph line, Philadelphia and Columbia railroad, Monongahela extension, Pittsburgh, and Delaware extension, Philadelphia, total cost.....	\$29,761,532 65	\$32,392,866 71

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Pittsburgh.....	354 $\frac{2}{10}$ miles.
Length of main line of road in Pennsylvania....	354 $\frac{2}{10}$ "
Length of road laid.....	354 $\frac{2}{10}$ "
Length of double track of road	353 $\frac{5}{10}$ "
Length of sidings.....	141 $\frac{4}{10}$ "
Gauge of road: 4 feet 8 $\frac{1}{2}$ in. and 4 feet 9 in.	
Weight of rail per yard on main track: 64 and 67 pounds for iron; 56, 65 and 67 for steel.	
Branch roads owned by the company, and their length, viz: Hollidaysburg branch, 7 $\frac{6}{10}$ miles; Indiana branch, 19 miles; Delaware extension, 5 $\frac{5}{10}$ miles; Steubenville extension, 1 $\frac{2}{10}$ miles; Tyrone branch, 3 $\frac{1}{10}$ miles.	

Roads worked or leased by the company, viz:

East Brandywine and Waynesburg, 17 miles;
Harrisburg and Lancaster, 54 miles; Mifflin and
Centre County, $12\frac{3}{10}$ miles; Tyrone and Clear-
field, $40\frac{6}{10}$ miles; Bald Eagle Valley, $51\frac{2}{10}$ miles;
Ebensburg and Cresson, 11 miles; West Penn-
sylvania, $63\frac{7}{10}$ miles; Newry branch, $1\frac{1}{10}$ miles;
Philadelphia and Erie, $287\frac{5}{10}$ miles.

Number of engine houses and shops.....	8
Number of engines	477
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$4,000,).....	187
Number of second class passenger cars, rated as eight wheel cars, (average cost of each, \$2,000,).....	57
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,500,).....	102
Number of freight cars, rated as eight wheel cars, (average cost of each, \$750,).....	6,273
Number of coal cars, rated as eight wheel cars, (average cost of each, \$600,)	738
Number of iron bridges, (total length in feet, 13,447,).....	148
Number of wooden bridges, (total length in feet, 7,268,)	41
Number of stone bridges.....	17
Number of railroads crossed	4
Number of stations on main road: 89 passenger, 58 freight.	
Number of wood and water stations on main road: 34 wood, 63 water.	
Number of tunnels, (length of each, 200, 900, 1,200, 3,612, 650, 300, 450, 450 feet,).....	8
How is track laid, and on what foundation? On cross-ties, resting on broken stone ballast.	

DONIGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	2,302,968
Number of miles run by freight and coal trains..	6,904,888
Number of miles run by distributing trains.....	366,776

Number of through passengers for the year on main road.....	124,830
Number of passengers (all classes) carried in cars,	4,229,363
Number of tons of 2,000 lbs. of through freight for the year on main road.....	704,166
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	4,992,025
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)...	21
Average rate of speed adopted by express trains, including stops	28
Average rate of speed adopted by freight trains, including stops	12
Weight of first class passenger engines.....	71,000 lbs.
Weight of freight engines.....	75,000 lbs.
(When in working order, with two gauges of water and 12 inches of coal in fire box.)	

STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

Total.....	<u>4,229,363</u>
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The amount of freight, specifying the quantity in tons :

Anthracite coal.....	424,582	Agricultural products.....	483,105
Bituminous coal	1,904,773	Merchandise.....	375,883
Petroleum.....	156,796	Manufactures	207,896
Pig iron.....	185,132	Live stock.....	277,938
Railroad iron.....	140,735	Lumber	236,825
Other iron or castings.....	132,378	Other articles	295,053
Iron and other ores	143,517		
Lime and limestone.....	27,412	Total.....	<u>4,992,025</u>

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3 cents.
For first class way passengers.....	3 "
For second class through passengers	1 $\frac{3}{4}$ "
For second class way passengers	<u>None.</u>

The rate per ton (of 2,000 lbs.) per mile charged for freight :

For through freight and coal and local freight and coal	<u>1 $\frac{718}{1000}$ cents.</u>
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transpor't'n.	Freight Transpor't'n.
Repairs or maintenance of way, including buildings	\$3,153,205 06	\$316,950 29	\$2,436,254 77
Taxes on real estate	82,894 00	20,702 55	62,191 45
Iron rails	768,127 22	192,031 79	576,095 43
Total	4,004,106 28	1,029,684 63	2,974,481 65
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$1,284,748 89	\$293,187 04	\$991,561 85
Repairs of passenger and baggage cars	451,537 33	451,537 33	.....
Repairs of freight cars	964,713 60	.....	964,713 60
Repairs of tools and machinery in shops	173,517 90	43,379 37	130,138 53
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	346,316 97	86,579 02	259,737 95
Total	3,220,884 69	874,682 76	2,346,151 93
OPERATING THE ROAD.			
Office expenses, stationery, &c.	\$193,219 06	\$76,153 72	\$117,065 34
Agents and clerks	564,015 91	224,319 97	339,695 94
Labor—loading and unloading freight	192,328 56	.....	192,328 56
Porters, watchmen and switch tenders	79,325 90	40,181 99	39,143 91
Wood and water station attendance	31,762 69	7,940 63	23,822 06
Conductors, baggage masters and brakemen	936,618 40	196,516 74	740,101 66
Engineers and firemen	562,536 63	113,623 85	448,909 78
Fuel and cost of preparing for use	716,378 46	125,505 11	590,873 35
Oil and waste for engines and tenders, passenger, baggage and freight cars	180,742 76	36,559 38	144,183 38
Loss and damage of goods and baggage	146,776 36	42,599 91	104,176 45
Use of freight cars	36,233 57	18,093 52	18,150 05
Shoveling snow	20,296 54	5,074 13	15,222 41
General superintendence	96,041 60	24,025 36	72,016 24
CONTINGENCIES (or items for which there are no appropriate headings in printed form.)			
State and United States taxes	294,594 83	125,431 09	169,163 74
Teaming and tolls over other roads	437,777 30	86,354 45	351,422 85

EXPENSES—CONTINUED.

CONTINGENCIES (or items for which there are no appropriate headings in printed form.)	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n	Freight Transp'n
Car cleaning and inspecting, furniture and fixtures	\$191,549 39	\$86,934 75	\$104,614 64
Telegraph, mail and station expenses, including overcharges	292,311 69	53,174 50	239,137 49
Real estate and incidentals, maintenance of cars	5,506 08	1,376 64	4,130 04
Total.....	4,978,266 63	1,263,868 74	3,714,397 89
Grand total	12,203,267 60	3,163,236 13	9,035,031 47

RECEIPTS.

Passengers.....	\$3,631,136 99
Freight.....	12,932,656 88
Mail and express	421,616 45
Miscellaneous	265,401 41
Total.....	<u>17,250,811 73</u>

Summary of payments:

For construction and equipment.....	\$2,631,334 06
For maintaining and operating the road.....	11,908,672 77
For dividends	2,944,421 86
For interest, balance to debit of this account.....	390,347 50
For State tax on capital stock and tonnage.....	219,480 44
For State tax on revenue.....	126,336 85
For United States tax.....	238,537 26
Total.....	<u>18,459,130 74</u>

Cost of transportation:

Cost per passenger per mile, proximate average...	$2\frac{183}{1000}$
Cost per ton freight per mile, proximate average..	<u>$1\frac{2}{10}$</u>

What express companies run on your road, and on what terms? Adams, at a minimum price per day, varying according to the carrying facilities furnished.

What transportation or freight companies run on your road, and on what terms? Union transportation company, Empire transportation company, Pfeiffer line, National line, Crescent line, Allentown line, Old Wallower line; conditions are arranged from time to time, as required to meet the competition of other lines.

ACCIDENTS.

	Killed.	Injured.
Passengers	2	9
Employees	27	116
Others	49	63
Total	<u>78</u>	<u>188</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
Wistar Morris.....	Philadelphia.
George Black.....	Pittsburg.
Samuel T. Bodine.....	Philadelphia.
Morton M'Michael.....	Philadelphia.
G. Morrison Coates.....	Philadelphia.
Thomas A. Scott.....	Philadelphia.
Edmund Smith.....	Philadelphia.
Joseph B. Myers.....	Philadelphia.
Edward C. Knight.....	Philadelphia.
Washington Butcher.....	Philadelphia.
John M. Kennedy.....	Philadelphia.
John Rice.....	Philadelphia.
William Anspach.....	Philadelphia.
Herman J. Lombaert.....	Philadelphia.
George B. Roberts.....	Philadelphia.
J. Edgar Thomson, President.....	Philadelphia.
Joseph Lesley, Secretary.....	Philadelphia.
Thomas T. Firth, Treasurer.....	Philadelphia.
Edward H. Williams, General Superintendent.....	Altoona.

(No. 77.)

PENNSYLVANIA COAL COMPANY.

STATE OF NEW YORK, }
City of New York, } ss:

Personally appeared John Ewen, Esq., president, and George A. Hoyt, Esq., treasurer, of the Pennsylvania coal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOHN EWEN, *President.*

GEO. A. HOYT, *Treasurer.*

Sworn and subscribed before me, this }
 19th day of November, 1869. }

E. H. MEAD, *Com. for Penn'a.*

STOCK AND DEBT.

Capital stock as authorized by law	\$3,350,329 00
Amount of stock subscribed	3,200,000 00
Amount paid in as by last report.....	3,200,000 00
Total amount now paid in of capital stock.....	3,200,000 00
Funded debt, as per last report	597,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity. August, 1881,)	592,500 00
2d mortgage bonds.....	None.
3d mortgage bonds	None.
Floating debt, as by last report	375,000 00
The amount now of floating debt	383,000 00
Total amount now of floating and funded debt ...	975,500 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 ¹ / ₂ per cent.
Date and rate per cent. per annum of dividend or dividends: February 1, 1869, May 1, 1869, Aug. 2, 1869, November 1, 1869.....	
Number of shares of stock	5 per ct. each. 64,000

Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u>3,200,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	<u>\$2,000,000 00</u>	<u>\$2,000,000 00</u>

CHARACTERISTICS OF ROAD.*

Length of main line of road, from Hawley, Pa., to Port Griffith, Pa.....	47 miles.
Length of main line of road in Pennsylvania	47 “
Length of road laid	100 “
Length of double track of road	47 “
Length of sidings	6 “
Gauge of road	4 ft. 3½ in.
Weight of rail per yard on main track.....	36 pounds.
Branch roads owned by the company, and their length, viz: Branch from Hawley to Lackawaxen, 15 $\frac{5}{10}$ miles in length; leased and worked by the Erie railway company.	
Roads worked or leased by the company, viz: None leased by the company.	
Number of engine houses and shops: 23 stationary engine houses, 1 machine shop, 3 car shops.	
Number of engines: None but stationary engines.	
Number of passenger cars.....	4
Number of baggage, mail and express cars, (rated as eight wheel cars,)	None.
Number of freight cars, (26 flat, 14 box and 10 horse,).....	50
Number of coal cars	2,000
Number of iron bridges	None.
Number of wooden bridges.....	28

*Gravity road, worked by stationary engines, for transportation of coal mined by the company. No locomotive power used.

Number of stone bridges.....	None.
Number of stations on main road.....	5
Number of tunnels, (length of each, 800 feet,)....	1
How is track laid and on what foundation? Fifty miles cross-ties and T rail; remainder strap rail and sleepers on the ground.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	None.
Number of miles run by freight trains.....	No account.
Number of miles run by coal trains	No account.
Number of through passengers for the year on main road.....	No account.
Number of passengers (all classes) carried in cars,	No account.
Number of tons of 2,000 lbs. of through freight for the year on main road	964,240
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,103,030
Average rate of speed adopted by freight trains, including stops, (miles per hour,).....	10
Weight of first class passenger engines	None.
Weight of freight engines	None.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

Not passenger road.

The amount of freight, specifying the quantity in tons:

Anthracite coal	1,090,733	Lumber	9,354
Other iron or castings.....	64		
Agricultural products	138	Total.....	1,103,030
Merchandize.....	2,741		

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Ewen.....	New York.
Isaac L. Platt.....	New York.
Wm. F. Havemeyer.....	New York.
Jonathan Thorne.....	New York.
Wm. R. Griffith.....	New York.
Chas. Morgan.....	New York.
John Q. Jones.....	New York.
Geo. L. Brown.....	New York.
E. Judson Hawley.....	New York.
John Ewen, President	New York.
Edwin H. Mead, Secretary.....	New York.
Geo. A. Hoyt, Treasurer.....	New York.
John B. Smith, Superintendent.....	Dunmore, Pa.

(No. 78.)

PERKIOMEN.

STATE OF PENNSYLVANIA, } ss:
 _____ County,

Personally appeared A. H. Seipt, president, and J. W. Jones, treasurer, of the Perkiomen railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) A. H. SEIPT, *President.*
 J. W. JONES, *Treasurer.*

Sworn and subscribed before me, this }
 11th day of January, 1870. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000 00
Amount of stock subscribed	39,650 00
Amount paid in as by last report.....	37,305 00
Total amount now paid in of capital stock	37,650 00
Funded debt, as per last report	255,700 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, Apr. 1, 1897,)	393,500 00
Floating debt, as by last report	193,360 87
The amount now of floating debt.....	222,980 85
Total amount now of floating and funded debt ...	616,480 85
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	793
Par value of each share.....	\$50 00
Amount paid in on each share	47 48
Amount of capital on which the respective dividends were declared: None declared.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$417,332 82	\$518,739 37

Equipment: Leased to P. and R. railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pauling's bridge to Emaus	36½ miles.
Length of main line of road in Pennsylvania.....	36½ "
Length of road laid.....	11 "
Length of double track of road	None.
Length of sidings	1 9 miles.
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company	None.
Number of wooden bridges: 4 trestles, 2 truss; (total length in feet, 3,094.)	
Number of railroads crossed	None.
Number of stations on main road.....	8
Number of wood and water stations on main road: One water station.	
Value of real estate held by the company, exclusive of road way.....	\$15,951 57
Number of tunnels	None.
How is track laid, and on what foundation? Broken stone and ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Will be included in return made by P. and R. railroad company, lessee.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$345 00
From sale of bonds.....	137,800 00
From other sources.....	29,619 98
Total.....	<u>167,764 98</u>

Summary of payments:

For construction.....	\$101,406 55
For dividends.....	None.
For interest.....	17,601 50
For State tax on capital stock and coupons.....	760 98
For United States tax on coupons.....	<u>944 70</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Philip Super.....	Pennsburg.
George Graber.....	Pennsburg.
Jacob Schwenk.....	Schwenksville.
Wm. F. Reed.....	Sumneytown.
Garret D. Hunsicker.....	Lower Providence.
Jesse Zeigler.....	Zeiglersville.
A. K. Stauffer.....	
William Grim.....	
Charles Seider.....	
Chas. Burkholder.....	
A. M. Sigmund.....	
James Boyd.....	Norristown.
A. H. Seipt, President.....	Skippackville, Montgomery co.
J. W. Jones, Secretary and Treasurer.....	Philadelphia.
G. A. Nicolls, Superintendent.....	Reading.

(No. 79.)

PHILADELPHIA AND BALTIMORE CENTRAL.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Henry Wood, president, and James R. Ramsey, treasurer, of the Philadelphia and Baltimore Central railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) H. WOOD, *President.*
 J. R. RAMSEY, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of November, 1869. }

GEO. PATCHEL, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,000,000 00
Amount of stock subscribed.....	225,000 00
Amount paid in as by last report.....	218,000 00
Total amount now paid in of capital stock.....	218,000 00
Funded debt, as per last report.....	800,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, January 1, 1891,)	800,000 00
Floating debt, as by last report	212,500 00
The amount now of floating debt	291,686 30
Total amount now of floating and funded debt....	1,091,686 30
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock.....	4,302
Par value of each share	\$50 00

Amount paid in on each share	All.
Amount of capital on which the respective dividends were declared	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,266,387 18	\$1,345,811 55
Equipment	70,164 16	70,164 16
Total cost	<u>1,336,551 34</u>	<u>1,415,975 71</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from junction W. C. and P. R. R. to Col. and Pt. D. R. R. junction...	46 miles.
Length of main line of road in Pennsylvania.....	36 "
Length of road laid.....	46 miles.
Length of double track of road	None.
Length of sidings, about	4½ miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 & 57 lbs.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company, viz: Chester Creek railroad, 7 miles; Columbia and Port Deposit railroad, 4 miles.	
Number of engine houses and shops.....	3
Number of engines	6
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$2,500,).....	6
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,800,).....	2
Number of freight cars, rated as eight wheel cars, (average cost of each, \$550,).....	63
Number of coal cars, (rated as eight wheel cars,).. (Part of all the above stock leased.)	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 2,800,)	30

Number of stone bridges	None.
Number of railroads crossed: West Chester and Philadelphia, and Wilmington and Reading	2
Number of stations on main road.....	30
Number of wood and water stations on main road,	5
Number of tunnels	None.
How is track laid, and on what foundation? On stone ballast and dirt.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	64,533
Number of miles run by freight trains.....	50,191
Number of miles run by gravel trains	9,500
Number of passengers (all classes) carried in cars,	162,980
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	16
Average rate of speed adopted by express trains, including stops	None.
Average rate of speed adopted by freight trains, including stops	8
Weight of first class passenger engines	20
Weight of freight engines	30

The amount of freight, specifying the quantity in tons:

Anthracite coal	13,963	Merchandise	7,000
Petroleum	72	Manufactures	7,690
Pig iron.....	153	Live stock.....	646
Railroad iron	110	Lumber.....	9,402
Other iron or castings.....	859	Other articles	2,750
Iron and other ores	2,725		
Lime and limestone.....	8,640	Total	77,673
Agricultural products	23,663		

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3 cents.
For first class way passengers.....	4 "

<i>*The rate per ton (of 2,000 pounds) per mile charged for freight:</i>	
For through coal.....	None.
For local freight: Average could only be given, and would not be any criterion.	
For local coal	<u>3</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Maintenance of way, including buildings, &c.....	\$85,457 51
Taxes, United States and local.....	3,477 67
Rents	2,152 83
Total.....	<u>91,088 01</u>

Operating the road:

Motive power	\$37,202 63
Maintenance of cars	13,114 92
Transportation of passengers	14,337 26
Transportation of freight.....	23,628 02
General expenses	8,029 70
Total.....	<u>96,312 53</u>
Aggregate total	<u>\$187,400 54</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	None.
From sale of bonds	None.
From other sources	<u>\$79,186 30</u>

RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Miscellaneous.	Total.
November, 1868.....	\$5,511 46	\$7,026 18	\$270 83	\$41 45	\$12,849 92
December, 1868.....	6,444 28	6,249 85	270 84	46 40	13,011 37
January, 1869.....	5,826 77	4,656 75	295 83	53 32	10,832 67
February, 1869.....	5,133 43	6,009 35	295 83	47 95	11,486 56
March, 1869.....	3,940 65	7,892 78	295 84	44 25	14,173 52
April, 1869.....	8,550 18	9,227 57	325 83	77 10	18,160 68
May, 1869.....	8,645 90	8,692 80	395 83	3 50	17,738 03
June, 1869.....	8,827 22	7,431 47	395 83	31 08	16,685 60
July, 1869.....	10,171 57	6,546 04	395 84	41 90	17,155 35
August, 1869.....	14,664 42	8,617 23	395 83	218 60	23,896 08
September, 1869.....	9,620 23	10,152 76	395 83	79 41	20,248 23
October, 1869.....	9,783 35	10,193 93	395 84	61 37	20,434 49
Total.....	99,099 46	92,696 71	4,130 00	746 33	196,672 50

Summary of payments:

For construction and equipment.....	\$79,424 37
For maintaining and operating the road	187,400 54
For dividends	None.
For interest	None.
For miscellaneous	None.
For surplus funds.....	None.
For State tax on capital stock and tonnage: In- cluded in expenses.	
For United States tax: Included in expenses.	
Total.....	<u>266,824 91</u>

Cost of transportation:

What express companies run on your road, and on what terms?
Adams express company.

What transportation or freight companies run on your road, and
on what terms? None.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. M. Felton.....	Philadelphia.
Isaac Hinckley.....	Philadelphia.
R. H. Lamborn.....	Philadelphia.
David Woelpper	Chadd's Ford, Pa.
Aaron Baker	Avondale, Pa.
Milton Conard.....	West Grove, Pa.
James A. Strawbridge.....	Elkview, Pa.
G. D. Armstrong	New London, Pa.
Samuel Dickey	Oxford, Pa.
Edwin Haines.....	Rising Sun, Md.
Jacob Tome.....	Port Deposit, Md.
Thomas Donaldson.....	Baltimore, Md.
Henry Wood, President.....	Philadelphia.
Joseph Huddell, Secretary	Philadelphia.
James R. Ramsey, Treasurer.....	Philadelphia.
Henry Wood, General Superintendent.....	Philadelphia.

(No. 80.)

PHILADELPHIA AND ERIE.

STATE OF PENNSYLVANIA, } ss:
 _____ County,

Personally appeared Edward F. Gay, president, and George P. Little, secretary and treasurer, of the Philadelphia and Erie railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) EDWARD F. GAY, *President*.
 GEO. P. LITTLE, *Treasurer*.

Sworn and subscribed before me, this }
 27th day of January, 1870. }

HENRY C. SPACKMAN, *Notary Public*.

STOCK AND DEBT.

Capital stock as authorized by law	\$10,000,000 00
Amount of stock subscribed	6,100,000 00
Amount paid in as by last report	6,004,200 00
Total amount now paid in of capital stock, (common,).....	6,004,300 00
Funded debt, as per last report.....	13,000,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, October 1, 1877,)	\$1,000,000 00
2d mortgage bonds, (date of maturity, March 31, 1881,).....	5,000,000 00
3d mortgage bonds, (date of maturity, July 1, 1888,)	3,000,000 00
July 1, 1920.....	3,598,000 00
	<hr/>
	12,598,000 00
Floating debt, as by last report.....	328,633 00
The amount now of floating debt	40,974 00
Total amount now of floating and funded debt ..	12,638,974 00

Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent.; 2d mortgage, 6 per cent.; 3d mortgage, 7 per cent.; 4th mortgage, 6 per cent.

Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock: Preferred, 48,000 shares; common, 120,086 shares.	
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$19,350,997 78	\$19,391,972 24

Equipment belongs to the Pennsylvania railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Erie to Sunbury	287.6 miles.
Length of main line of road in Pennsylvania, (all in Pennsylvania.)	287.6 "
Length of road laid, (all laid,)	287.6 "
Length of double track of road: None so considered.	
Length of sidings	86 ⁵⁵⁸ / ₁₀₀₀ "
Gauge of road	4 ft. 9 in.
Weight per yard of rail on main track	56 pounds.
Branch roads owned by the company, and their length, viz: One to Lewisburg, about two miles in length.	
Roads worked or leased by the company	None.
Number of engine houses and shops: 5 shops with engine houses and 6 detached engine houses.	
Number of engines	108

Number of first class passenger cars, (30 first class, 8 emigrant,) rated as eight wheel cars, (average cost of each, \$4,000,).....	38
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$2,000,).....	15
Number of freight cars, rated as eight wheel cars, (average cost of each, \$900,).....	1,857
Number of coal cars, rated as eight wheel cars, (average cost of each, \$800,).....	52
Number of iron bridges, (total length in feet, Phoenix beams, 64,).....	2
Number of wooden bridges, (total length in feet, 17,925,).....	160
Number of stone bridges.....	None.
Number of railroads crossed.....	3
Number of stations on main road.....	76
Number of wood and water stations on main road, 43 water stations.	
Number of tunnels.....	None.
How is track laid and on what foundation? With T rail, on cross-ties, partly ballasted with stone and gravel.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	502,224
Number of miles run by freight trains.....	1,771,632
Number of miles run by coal trains: Not run separately.	
Number of through passengers for the year on main road.....	25,980
Number of passengers (all classes) carried in cars,	651,038
Number of tons of 2,000 lbs. of through freight for the year on main road.....	177,157
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,302,041
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20

Average rate of speed adopted by express trains, including stops.....	22
Average rate of speed adopted by freight trains, including stops.....	9
Weight of first class passenger engines.....	29½ tons.
Weight of freight engines.....	31½ "

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	359,100	Agricultural products.....	245,131
Bituminous coal.....	64,857	Merchandize.....	51,905
Petroleum.....	102,762	Manufactures.....	36,754
Pig iron.....	17,560	Live stock.....	7,455
Railroad iron.....	26,319	Lumber.....	272,112
Other iron or castings.....	15,328	Other articles.....	61,797
Iron and other ores.....	18,144		
Lime and limestone.....	22,817	Total.....	1,302,041

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through and way passengers.....	3½ cents.
For second class through and way passengers....	None.

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight and coal, and for local freight and coal	1 $\frac{41}{100}$
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EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings	\$773, 817 69	\$233, 595 16	\$540, 222 53
Total	773, 817 69	233, 595 16	540, 222 53
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$219, 094 71	\$60, 293 14	\$158, 836 57
Repairs of passenger and baggage cars	63, 453 64	63, 453 64	.....
Repairs of freight cars	144, 137 36	.....	144, 137 36
Repairs of tools and machinery in shops	33, 274 81	9, 982 44	23, 292 37
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.	92, 953 59	27, 886 10	65, 067 49
Total	552, 914 11	161, 580 32	391, 333 79
OPERATING THE ROAD.			
Office expenses, stationery, &c.	\$33, 748 26	\$17, 466 51	\$16, 291 75
Agents and clerks	88, 046 66	22, 235 07	65, 811 59
Labor—loading and unloading freight	33, 715 61	.....	33, 715 61
Porters, watchmen and switch tenders	4, 329 20	2, 431 90	1, 897 30
Wood and water station attendance	8, 654 76	2, 596 44	6, 058 32
Conductors, baggage masters and brakemen	220, 772 68	37, 379 08	183, 393 60
Engineers and firemen	150, 232 87	28, 037 26	122, 195 61
Fuel and cost of preparing for use	192, 431 34	30, 967 83	161, 463 51
Oil and waste for engines and tenders, passenger, baggage and freight cars ..	43, 719 21	8, 944 99	34, 774 22
Loss and damage of goods and baggage	29, 818 82	8, 477 70	21, 341 12
Tolls Philadelphia and Erie, and other railroads	989, 238 79	223, 243 41	766, 025 38
Shoveling snow	13, 349 95	4, 604 99	10, 744 96
General superintendence	13, 395 00	4, 618 50	10, 776 50
CONTINGENCIES, (or items for which there are no appropriate headings in printed form.)			
State and United States taxes	52, 796 73	23, 474 39	29, 322 34
Car cleaning and inspecting furniture and fixtures	35, 396 69	15, 259 87	20, 136 82
Telegraph, mail and station expenses, including overcharges	83, 809 88	21, 244 78	62, 565 10
Total	1, 997, 486 45	450, 972 72	1, 546, 513 73
Grand total	3, 324, 218 25	846, 148 20	2, 478, 070 05

RECEIPTS.

Passengers.....	\$672,964 46
Freight	2,507,082 93
Mail and express	55,944 18
Miscellaneous	26,713 72
Total	<u>3,262,705 29</u>

Summary of payments :

For construction.....	\$527,257 60
For maintaining and operating the road	3,271,667 22
For dividends	None.
For interest.....	869,040 77
For State tax on tonnage and revenue	34,131 50
For United States tax.....	<u>18,419 53</u>

Cost of transportation :

Cost per passenger per milè, proximate average..	3 $\frac{37}{100}$
Cost per ton freight per mile, proximate average,	1 $\frac{41}{100}$

What express companies run on your road, and on what terms?

Road leased.

What transportation or freight companies run on your road, and on what terms? Road leased.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	0	14
Employees.....	4	31
Others	10	11
Total.....	<u>14</u>	<u>56</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Samuel T. Bodine.....	Philadelphia.
Wistar Morris.....	Philadelphia.
Washington Butcher.....	Philadelphia.
Henry Duhring.....	Philadelphia.
Jacob P. Jones.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
John M. Kennedy.....	Philadelphia.
Henry D. Moore.....	Philadelphia.
Charles F. Norton.....	Philadelphia.
Joseph W. Gaskill.....	Philadelphia.
J. Alexander Simpson.....	Philadelphia.
Edward F. Gay, President.....	Philadelphia.
George P. Little, Secretary and Treasurer.....	Philadelphia.
Alfred L. Tyler, General Superintendent.....	Erie.

(No. 81.)

PHILADELPHIA AND READING.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and Samuel Bradford, treasurer, of the Philadelphia and Reading railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*

Attest: S. BRADFORD, *Treasurer.*

Affirmed and subscribed before me, }
 this 13th day of January, 1870. }

B. F. HORAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount paid in as by last report.....	\$26,301,351 74
Total amount now paid in of capital stock	29,023,100 28
Funded debt, as per last report	7,030,225 17
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds.....	\$5,865,000 00
Bonds without mortgage	1,086,300 00
Bonds and mortgages on real estate	378,890 83
	<hr/>
	7,330,190 83
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ..	7,330,190 83
Rate per cent. per annum of interest on funded debt: 5, 6 and 7 per cent.	
Date and rate per cent. per annum of dividend or dividends: June, 1869, 5 per cent., payable in stock; December, 1869, 5 per cent., payable in cash.	

Number of shares of stock	580,462 ^{0.0.5.6}
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared: July, 1869, \$27,639,619 32; January, 1870, \$29,023,100 28.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$19,410,393 59	\$19,410,393 59
Equipment	8,225,706 91	10,404,673 90
Total cost	<u>27,636,100 50</u>	<u>29,815,067 49</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Pottsville, 93 miles; Reading to Harrisburg, 54 miles.	
Length of main line of road in Pennsylvania	152.4 miles.
Length of road laid	152.4 "
Length of double track of road	139.1 "
Length of sidings: Main line, 145 miles; total length of track, including sidings, main line and roads owned, leased or controlled by the company, 1,141.9 miles.	
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	64 pounds.
Branch roads owned by the company, and their length, viz: Northern Liberties and Penn Township, 1¼ miles; Union branch of P. and R. railroad, 3¼ miles; Good Spring railroad, 20½ miles; Port Kennedy railroad, 1½ miles; West Reading railroad, 1¼ miles; Zerbe Valley railroad, 15½ miles; Pine Grove and Lebanon railroad, 5½ miles; Mahanoy Valley railroad, 6½ miles; Shamokin and Trevorton railroad, 9½ miles; Enterprise railroad, 8½ miles; Lebanon and Pine Grove branch, 16½ miles.	

Roads worked or leased by the company, viz: Mill Creek railroad, Schuylkill Valley railroad, Mt. Carbon railroad, Mt. Carbon and Port Carbon railroad, Mahanoy and Broad Mountain railroad, East Mahanoy railroad, Little Schuylkill railroad, Mine Hill railroad, Lorberry Creek railroad, East Pennsylvania railroad, Chester Valley railroad, Perkiomen railroad, Colebrookdale railroad.

Number of engine houses and shops: 20 engine houses, 14 shops.

Number of engines: Owned, 267; leased, 30; total, 297

Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$4,300,)..... 99

Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$2,300,) 41

Number of freight cars, rated as eight wheel cars, (average cost of each, \$750,)..... 1,778

Number of coal cars, rated as eight wheel cars, (average cost of each, \$600,)..... 7,533

Number of iron bridges 24

Number of wooden bridges 24

Number of stone bridges..... 54

Number of railroads crossed: Locomotive, 7; horse, 19.

Number of stations on main road 53

Number of wood and water stations on main road: Wood, 10; water, 23.

Number of tunnels, (length of each, Pulpit Rock, 1,657 feet; Black Rock, 1,932 feet; Flat Rock, 932 feet,) 3

How is track laid, and on what foundation? Broken stone and furnace cinder.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

(Including roads owned, worked and leased by the company.)

Number of miles run by passenger trains on main and branch roads 758,415

Number of miles run by freight trains on main and branch roads.....	710,427
Number of miles run by coal trains, (on main road only,)	1,475,730
Number of actual through passengers for the year on main road	29,328
Number of passengers equal to through	435,754
Number of passengers (all classes) carried in cars,	1,527,769
Gross amount of tonnage for the year, (2,000 lbs. per ton, including materials for use of road,) ...	6,508,047
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	22
Average rate of speed adopted by express trains, including stops.....	27
Average rate of speed adopted by coal and freight trains, including stops	8 to 14
Weight of first class passenger engines, (in tons of 2,240 pounds,).....	19 to 29
Weight of freight engines, (in tons of 2,240 lbs.,) ..	24 to 31

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

December, 1868.....	115,563	July, 1869.....	123,793
January, 1869.....	97,542	August, 1869.....	170,267
February, 1869	87,309	September, 1869	168,075
March, 1869.....	109,962	October, 1869.....	139,970
April, 1869.....	107,747	November, 1869	133,086
May, 1869.....	141,876		
June, 1869.....	127,579	Total	1,527,769

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	4,150,819	Agricultural products.....	137,752
Bituminous coal.....	442,910	Merchandise and manufactures,	97,097
Petroleum and all oils	11,203	Live stock.....	156,323
Pig iron.....	146,285	Lumber.....	95,537
Railroad iron.....	60,942	Other articles	131,178
Other iron or castings.....	100,069		
Iron and other ores.....	284,595	Total ..	6,016,467
Lime and limestone.....	201,757		

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers, (average,)	$2\frac{9}{100}$ cents.
For first class way passengers, (average,)	$2\frac{9}{100}$ "
For second class through passengers, (average,) ..	$2\frac{5}{100}$ "
For second class way passengers, (average,)	$2\frac{5}{100}$ "

The rate per ton (of 2,000 lbs.) per mile charged for freight:

For through freight and tolls on coal, (average,) ..	$1\frac{9}{100}$ cents.
For local freight and tolls on merchandize, (average,) ..	$2\frac{5}{100}$ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transport'n.	Freight Transport'n.
Repairs or maintenance of way, including buildings, bridges and wharves at Richmond, but exclusive of taxes on real estate, and cost of renewing railroad iron.....	\$1,132,557 86	\$169,530 09	Mdse. and Coal. \$963,027 77
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$507,843 20		
Repairs of passenger and baggage cars.....	68,172 55		
Repairs of freight and coal cars.....	741,867 23		
Repairs of engines and machinery in shops at inclined planes.....	48,090 00		
Sundry other work.....	58,256 11		
Total.....	1,424,229 09	\$158,247 68	\$1,265,981 41
OPERATING THE ROAD.			
Office expenses, stationery, &c., (exclusive of Philadelphia office,).....	\$45,781 97		
Agents and clerks.....	171,843 27		
Labor—loading and unloading freight, and porters, watchmen and switch tenders.....	238,312 14		
Conductors, baggage masters and brakemen, engineers, firemen, and all train hands, fuel and cost of preparing for use.....	909,677 71		
Oil, tallow and waste for engines and tenders, passenger, baggage and freight cars.....	663,126 89		
Loss and damage of goods and baggage.....	174,543 05		
Hauling and assorting cars in coal region and at Port Richmond.....	3,882 31		
Damage to property, including damage by fire and cattle killed on road and in cars.....	104,220 72		
Salaries of officers, law, stationery, advertising, &c., (Philadelphia office,).....	999 41		
Contingencies, sundries, water rents, &c.....	201,259 48		
Total.....	41,552 95		
Total.....	2,555,169 90	\$299,723 32	\$2,255,446 58

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

For sale of bonds..... \$608,800 00

RECEIPTS.

Months.	Coal.	Merchan- dize.	Travel.	Mail.	Miscella- neous.	Total.
Dec., 1868....	\$375,720 81	\$119,443 56	\$88,509 75	\$2,476 43	\$3,773 10	\$589,923 65
Jan., 1869....	307,823 74	95,005 25	69,995 87	2,091 17	4,319 91	479,235 94
Feb., 1869....	355,673 07	102,041 68	59,159 10	2,122 46	6,493 36	525,489 67
Mar., 1869 ...	542,745 23	123,226 00	79,551 66	2,087 16	7,823 22	755,433 27
Apr., 1869 ...	671,972 36	133,531 20	89,966 35	2,087 18	7,276 49	904,833 58
May, 1869 ...	232,606 96	162,056 95	98,600 58	2,087 16	4,111 38	499,463 03
June, 1869....	373,435 07	144,965 59	107,789 31	2,087 18	2,403 26	630,680 41
July, 1869 ...	1,097,363 81	135,949 05	121,420 23	2,087 16	6,082 67	1,362,902 92
Aug., 1869....	1,195,294 57	130,536 73	121,904 87	2,087 17	4,202 75	1,454,026 09
Sept., 1869....	1,016,806 38	144,416 10	126,498 91	4,535 99	2,364 19	1,294,621 57
Oct., 1869....	973,278 55	142,040 31	114,354 33	2,747 41	2,945 12	1,235,365 72
Nov., 1869....	1,203,519 60	146,410 11	106,255 37	2,673 40	17,546 85	1,476,405 33
Total.....	8,346,240 15	1,579,622 53	1,184,006 33	29,169 87	69,342 30	11,208,381 18

Summary of payments :

For construction and equipment of sidings, new bridges, depots, &c.....	\$569,105 78
For maintaining and operating the road.....	5,111,956 85
For interest.....	484,303 03
For miscellaneous, rents and ground rents, foreign exchange, dumpage, &c.....	900,300 67
For surplus funds, appropriated for renewing rail- road iron, bridges, &c.....	603,479 48
For State tax on capital stock and tonnage, real estate and gross receipts.....	228,053 81
For United States tax on receipts and manufactures and excise stamps.....	32,521 86
Total.....	<u>7,929,721 48</u>

Total amount of surplus fund, without deducting
dividend declared in December, 1869 2,258,284 56*Cost of transportation :*

Cost per passenger per mile, proximate average...	1 ⁵⁵ / ₁₀₀ cents.
Cost per ton freight per mile, proximate average..	1 ³⁸ / ₁₀₀ "
Cost per ton coal per mile, proximate average....	⁸⁶ / ₁₀₀ "

NOTE.—Taxes, cost renewing rails, rents and interest not included.

ACCIDENTS.

	Killed.	Injured.
Employees.....	10	8
Others	20	16
Total.....	<u>30</u>	<u>24</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1868.

December 7. Michael Comeford, a laborer, had his leg badly bruised by falling from a stone train at Norristown.

December 11. Pat Dempsey, repairsman, was killed by falling against a passing train. The accident occurred on Lebanon Valley branch, near Annville.

December 17. Edward Fegan was run over and killed at the crossing of Eighteenth street with Pennsylvania avenue, Philadelphia.

1869.

January 1. Samuel Schaffer was run over and killed at Falls, while walking on the track.

January 7. An unknown man was run over and killed by a stone train at Nicetown Summit.

January 8. Alfred Condon, while trying to get on a moving train at Harrisburg, was killed.

January 20. Philip Reilly was knocked down at Falls station by a freight train, and had his leg cut off.

February 3. An unknown man was killed at Neversink. Cause of accident not known.

February 25. Martin Donohoe was caught between two cars of No. 15 freight train at Robeson station, L. V. branch, and had his legs crushed.

March 8. An unknown man stepped in front of No. 5 mail train at Paxton, L. V. branch, and was killed.

March 9. Christian Lecher had his right hip badly injured, near Robeson, by falling through an open bridge.

March 10. Frank Shannon was badly hurt by falling through the bottom of a coal car at Falls.

March 21. John Miller was killed at Reading by being caught between two coal cars.

April —. Charles Christ was struck by a freight train on Schuylkill and Susquehanna railroad and had his leg broken.

April 21. Robert Anthony was run over and killed at Pencoyd iron works.

April 28. Daniel Baus was injured at Reading, while attempting to cross over a moving coal train.

April 28. Jacob Ahn fell from a coal train, below Conshohocken, and was seriously hurt.

May 4. Ambrose Hamaker was badly hurt at Reading, by falling from a passenger train.

May 22. Joseph Spers was injured by jumping from a passenger train above Reading.

June 6. James Dickson was run over by a pushing engine at Philadelphia and very seriously hurt.

June 30. Josiah Roads, conductor of stone train, fell between the cars at Reading and was killed.

July 14. Morris Stams, a boy, was killed at Lebanon while attempting to get on No. 18 fast freight train.

July 16. Hester M'Namæ was killed by passenger train No. 5, near Phoenixville.

July 20. William Worth, while trying to get on a coal train at Hamburg, had his legs cut off.

July 21. A man, supposed to be John Barnes, was struck and killed near Manayunk, by express train No. 3.

August 4. Charles Warner was killed near Spring Mill, by jumping from No. 5 passenger train.

August 12. A child named O'Brien was run over at Pottsville and killed by a freight train.

August 13. George Hain, repairsman, was struck by a passenger engine at Reading and hurt.

August 14. Charles W. Stewart, engineer, and Jacob Christman, fireman, were killed at Point of Rocks, below Dauphin, their train having been thrown from the track by a fallen rock.

August 16. Philip M'Mahon, a boy, jumped from No. 11 passenger train at Brown street crossing, Philadelphia, and had his leg cut off.

August 16. The body of an unknown man was found in East Mahanoy tunnel.

August 20. Lewis Black fell between two coal cars at Tuckerton and lost a leg.

August 24. An unknown man, while stealing his passage on a coal train, was killed near Merion by the breaking up of the car.

August 24. Charles Strauzky fell from a train at Wernersville, Lebanon Valley branch, and was seriously injured.

August 27. John Schries was struck by a shifting engine at Reading and badly hurt.

August 28. David Neat was struck by a shifting engine near Columbia bridge and hurt in the side and head.

August 28. Stephen M'Bright fell from a coal train at Mine Hill crossing, and had a leg and an arm cut off.

September 3. Ellen Ritter was killed by a passenger train at Reading while attempting to cross in front of it.

September 11. Peter Schimer fell in front of extra freight train, No. 27, at Conshohocken, and was killed.

September 14. John M'Sline, a laborer on East Mahanoy railroad, was killed by a passenger engine near East Mahanoy junction.

October 2. An unknown man was killed by a coal train at Manayunk.

October 6. Dennis Mohn fell from a truck, above Port Clinton, and was run over and killed.

October 13. Francis Maury, while lying under the cars at Tuckerton, was struck by them and hurt.

October 15. Daniel Sullivan, a conductor, fell from his train near Mohrsville and was killed.

October 16. James M'Fadden was run over and killed at Philadelphia by a shifting engine.

October 21. An engine ran into another near Belmont station, slightly injuring one of the firemen.

October 26. Christian Burkholder, while trying to drive across the track, regardless of warning, was struck by No. 2, fast line, and badly injured; accident occurred at Swatara station.

October 27. John Kriser had his foot cut off at Reading by a passenger train while he was standing on the track.

November 2. Patrick O'Harra was run over by a shifting engine at Bridgeport and killed.

November 11. James Lee, repairsman, was struck and killed by engine Pennsylvania below Falls station.

November 13. Richard Engelhart was killed two miles west of Reading by No. 4 Columbia passenger train. He threw himself upon the track with the intention of destroying himself.

November 18. Roe Shunk, a boy, while playing ball on the track at Reading was struck by No. 3½ Pacific express train, and badly hurt.

November 26. Sarah Hartman, while engaged in picking coal on the track above Reading, was struck by a passenger train and killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. Pratt M'Kean.....	Philadelphia.
A. E. Borie	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
John Ashhurst	Philadelphia.
Stephen Colwell.....	Philadelphia.
Franklin B. Gowen, President	Philadelphia.
William H. Webb, Secretary.....	Philadelphia.
Samuel Bradford, Treasurer.....	Philadelphia.
G. A. Nicolls, General Superintendent.....	Reading.
Chas. E. Byers, Chief Engineer.....	Pottstown.

(No. 82.)

PHILADELPHIA, GERMANTOWN AND NORRISTOWN.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Coffin Colket, president, and Alexander E. Dougherty, treasurer, of the Philadelphia, Germantown and Norristown railroad company, and in due form of law made affirmation, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) C. COLKET, *President.*

A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, this }
 — day of November, 1869. }

Witness my hand and official seal.

J. PLANKINTON, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, (with power to increase,)	\$400,000 00
Amount of stock subscribed, (including amount of loan converted,)	1,595,750 00
Amount paid in as by last report, (including amount of loan converted,)	1,587,700 00
Total amount now paid in of capital stock, (including amount of loan converted,)	1,595,750 00
Funded debt, as per last report	63,950 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1882,)	55,900 00
2d mortgage bonds	None.
3d mortgage bonds	None.
Total amount now of funded debt	55,900 00
Rate per cent. per annum of interest on funded debt: 1st mortgage	6 per cent.

Date and rate per cent. per annum of dividend or dividends: April 1, and October 1, each.....	5 per cent.
Number of shares of stock	31,915
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared: April 1, \$1,594,750; October 1, \$1,595,750.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,139,078 84	\$1,139,078 84
Equipment, (original cost in 1868,)	352,380 19	*315,793 60
Total cost	<u>1,491,459 03</u>	<u>1,454,872 44</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Norristown	17 miles.
Length of main line of road in Pennsylvania, (including Germantown branch,)	20 "
Length of road laid, (including Germantown branch,)	20 "
Length of double track of road	20 "
Length of sidings.....	5 "
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track: 50, 57, 58 and 67 pounds.	
Branch roads owned by the company, and their length, viz: Germantown branch.....	3 miles.
Roads worked or leased by the company, viz: The Chestnut Hill and Plymouth.	
Number of engine houses and shops	4
Number of engines	22
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$1,881 46,)...	43
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, 1,200,)	12

* As now valued and charged on our ledger.

Number of freight cars, rated as eight wheel cars, (average cost of each, \$503 64,)	165½
Number of iron bridges, (total length in feet, 33,)..	1
Number of wooden bridges.....	16
Number of railroads crossed: 3 city railways cross the road of this company.	
Number of stations on main road	17
Number of wood and water stations on main road,	4
Value of real estate held by the company, exclu- sive of road way	\$448,888 52
Number of tunnels	None.
How is track laid, and on what foundation? With iron and steel rails; oak and chestnut cross-ties, on cinder and broken stone.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	286,488
Number of miles run by freight and coal trains...	89,815
Number of through passengers for the year on main road, (including Germantown branch,)....	1,970,414
Number of passengers (all classes) carried in cars,	2,777,535
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	17
Average rate of speed adopted by express trains, including stops	20
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines	43,600 lbs.
Weight of freight engines	43,600 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	218, 118	June, 1869.....	249, 108
December, 1868.....	216, 840	July, 1869.....	257, 562
January, 1869.....	202, 874	August, 1869.....	242, 667
February, 1869.....	184, 411	September, 1869.....	253, 098
March, 1869.....	210, 936	October, 1869.....	249, 989
April, 1869.....	228, 593		
May, 1869.....	237, 710	Total.....	*2, 751, 90

* Exclusive of 25,629 excursion passengers.

The amount of freight, specifying the quantity in tons :

Anthracite coal	320,128	Agricultural products, merchan-	
Bituminous coal.....	39,340	dize and manufactures.....	33,475
Petroleum: Included in merchan-		Live stock.....	430
dize.		Lumber	7,580
Pig iron, railroad iron and other		Other articles	34,899
iron or castings	57,416		
Iron and other ores.....	8,996	Total.....	533,326
Lime and limestone.....	31,062		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	2 $\frac{3}{4}$ cents.
For first class way passengers.....	3 “

EXPENSES.*Maintaining the road or real estate of the corporation :*

Repairs or maintenance of way, including build-	
ings	\$97,425 56
Taxes on real estate	5,742 30
Total.....	103,167 86

Repairs of machinery :

Repairs of engines and tenders	\$23,636 16
Repairs of passenger and baggage cars.....	19,331 33
Repairs of freight cars	11,636 92
Repairs of tools and machinery in shops, estimated,	3,500 00
Incidental expenses, clerks, watchmen, &c., about	
shops, estimated.....	2,000 00
Total.....	60,104 41

Operating the road :

Office expenses, stationery, &c	\$5,450 22
Agents and clerks	11,566 94
Labor—loading and unloading freight.....	15,320 13
Porters, watchmen, switch tenders and flagmen...	12,584 00
Wood and water station attendance	3,802 76
Conductors, baggage masters and brakemen	22,544 63

Engineers and firemen	\$25,415 90
Fuel and cost of preparing for use	50,210 04
Oil and waste for engines and tenders, passenger, baggage and freight cars	10,214 87
Loss and damage of goods and baggage	601 79
Damage for injury of persons	943 00
Damage to property, including damage by fire and cattle killed on road, and loss on cars and freight burned in depot	9,083 11
General superintendence	8,502 01
Contingencies	17,270 69
Total	193,510 09

RECEIPTS.

Months.	Passengers	Freight.	Mail.*	Miscella- neous.	Total.
November, 1868.....	\$33,838 75	\$22 861 25	.....	\$231 28	\$56,931 28
December, 1868.....	32,292 15	19,347 54	\$170 00	110 93	51,920 62
January, 1869.....	38,003 18	18,246 45	.....	2,630 01	58,879 64
February, 1869.....	26,142 48	18,124 89	170 00	261 66	44,699 03
March, 1869.....	30,234 41	19,608 30	.....	1,324 81	51,167 52
April, 1869.....	35,680 53	23,424 47	.....	597 66	59,702 66
May, 1869.....	36,965 85	24,720 64	170 00	257 16	62,113 65
June, 1869.....	38,843 72	18,721 25	.....	88 16	57,693 13
July, 1869.....	48,024 20	19,963 59	.....	2,288 91	70,279 70
August, 1869.....	39,771 24	20,612 13	170 00	283 66	60,867 03
September, 1869.....	40,134 88	19,103 58	10 38	816 16	60,065 00
October, 1869.....	39,832 19	22,011 94	.....	1,456 31	63,300 44
Total	439,803 58	246,779 03	690 38	10,346 71	697,619 70

Summary of payments :

For construction and equipment, including real estate and improvements	\$58,715 56
For maintaining and operating the road	356,782 36
For dividends	161,072 50
For interest	3,460 69
For miscellaneous	8,674 08
For State tax on capital stock, tonnage and receipts,	19,231 89
For United States tax	25,440 13
Total	633,377 21

* Receipts for express included with freight.

Cost of transportation :

Cost per passenger per mile, proximate average, and
 cost per ton freight per mile, proximate average, 1⁹/₁₀ cents.

What express companies run on your road, and on what terms ?
 Oakman & Co., and Howard & Co. Tolls payable monthly, per
 special contracts.

What transportation or freight companies run on your road,
 and on what terms ? Oakman's and Howard's companies express.
 Tolls payable monthly, per special contracts. No freight or
 transportation companies run on the road of this company.

ACCIDENTS.		
	Killed.	Injured.
Passengers.....	2*	1*
Others.....	7	9
Total.....	<u>9</u>	<u>10</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1868.

November 6. A man, name unknown, was slightly injured by falling from a cart at Ninth and Poplar streets, caused by a collision with the 5 P. M. train.

November 22. James Dolan was lying on the track of the Chestnut Hill railroad at Haines Street Bridge station ; run over and killed by the 7 P. M. train from Philadelphia.

December 2. Martin O'Connell jumped from the 9 A. M. train when in motion, near Domino lane, and was injured, but not seriously.

December 16. John Coltman attempted to pass with his wagon and team ahead of the engine at Tenth street crossing, and was severely but not dangerously injured.

December 17. Mary Brown was walking on the track, near Fall's lane, and was struck by the engine of the 5.40 A. M. train. She was seriously injured.

* By jumping from trains.

1869.

January 8. Mrs. Murphy, when getting off the 6½ P. M. train, fell through the bridge at Potts' landing. She was severely, but not dangerously injured.

January 13. A man, name unknown, when on the track at Reading bridge, was struck by the engine of the 5.30 P. M. train, and killed.

February 9. Mrs. Katz attempted to cross ahead of the 11 A. M. train from Philadelphia, near Spring Mills station, was struck by the engine and severely, but not dangerously injured.

February 22. Mr. Batler was slightly injured by the 3 P. M. train, at Jefferson street crossing.

March 20. A boy, named Walton, when playing about the train at Norristown depot, was run over by the 4 P. M. train, and had a leg amputated in consequence of the accident.

April 21. Margaret Hurley was run over by the coal train on the Chestnut Hill railroad, near High Street station, and injured.

May 20. A. Glandon, when sitting on the track at Green lane, had a foot injured by the 8 P. M. train.

June 1. A man, name unknown, was run over by the 8.05 P. M. train, near Potts' landing, and killed.

June 7. A man, name unknown, when in the act of passing through the turnpike bridge, was struck by the 11 A. M. freight train and killed.

July 6. Dennis McFadden jumped from the 8.20 A. M. train when in motion, at Church lane, and was instantly killed.

August 7. Robert Paul, who, it was supposed, was asleep on the track, was run over by the 9.30 P. M. train from Norristown, and instantly killed.

August 31. Charles Cooker attempted to get on the 6½ P. M. train for Germantown, when in motion, at Ninth and Brown streets; he fell, was run over and fatally injured.

October 9. Mr. Brodbent was on the platform of a car of 3 P. M. train from Philadelphia, at Manayunk; he attempted to jump on a moving train on the other track, but fell under the train, was run over and instantly killed.

October 24. P. Goodman was found dead about 7 P. M. along side the track at Venango street. It is believed that he was

thrown from his wagon by colliding with the rear cars of the train, and that he was asleep when the accident occurred.

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
Coffin Colket.....	Philadelphia, Pa.
J. J. Woodward	Philadelphia, Pa.
S. Morris Waln	Philadelphia, Pa.
J. Warner Johnson.....	Philadelphia, Pa.
William Musser	Philadelphia, Pa.
Joseph Perot.....	Philadelphia, Pa.
Wm. H. Slingluff.....	Norristown, Pa.
J. V. Williamson	Philadelphia, Pa.
Joseph Swift.....	Philadelphia, Pa.
William Harmar	Philadelphia, Pa.
William H. Hart.....	Philadelphia, Pa.
Charles Ellis.....	Philadelphia, Pa.
Coffin Colket, President.....	Philadelphia, Pa.
Alexander E. Dougherty, Secretary and Treasurer.....	Philadelphia, Pa.
Winfield S. Wilson, Superintendent.....	Philadelphia, Pa.

(No. 83.)

PHILADELPHIA AND TRENTON.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared F. Wolcott Jackson, general superintendent, and J. Parker Norris, treasurer, of the Philadelphia and Trenton railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) F. WOLCOTT JACKSON, *Gen'l Sup't.*
 J. PARKER NORRIS, *Treasurer.*

Sworn and subscribed before me, this }
 4th day of January, 1870. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,000,000 00
Amount of stock subscribed	1,259,120 00
Amount paid in as by last report.....	1,259,100 00
Total amount now paid in of capital stock	1,259,100 00
Funded debt, as per last report.....	None.
The amount now of funded debt, (classified and date of maturity,) as follows.....	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	None.
Date and rate per cent. per annum of dividend or dividends: January and July, each.....	5 per cent.
Number of shares of stock: 12,591 shares and \$20 fractions.	
Par value of each share	\$100 00
Amount paid in on each share.....	100 00
Amount of capital on which the respective divi- dends were declared	<u>1,259,100 00</u>

PHILADELPHIA AND TRENTON

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,379,164 17	\$1,436,338 41

Equipment hired.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Kensington to Morrisville.....	26.50 miles.
Length of main line of road in Pennsylvania.....	26.50 "
Length of road laid.....	26.50 "
Length of double track of road.....	26.50 "
Length of sidings.....	9 $\frac{27}{199}$ "
Gauge of road.....	4 feet 10 in.
Weight of rail per yard on main track.....	62, 60 $\frac{3}{4}$, 60 lbs.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company, viz: The Connecting railway.....	1
Number of engine houses and shops: Four engine houses; no shops.	
Number of engines, &c.: None—equipment hired.	
Number of iron bridges.....	None.
Number of wooden bridges.....	6
Number of stone bridges.....	None.
Number of railroads crossed: The Reading railroad,	1
Number of stations on main road.....	20
Number of wood and water stations on main road: 5 water; 2 wood.	
Value of real estate held by the company, exclusive of road way.....	\$339,675 97
Number of tunnels.....	None.
How is track laid, and on what foundation? Sills, sleepers and string pieces; gravel.	

RAILROAD REPORT.

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DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains: Cannot say, as the equipment is hired.	
Number of miles run by freight and coal trains: Cannot say, as tolls are paid.	
Number of through passengers for the year on main road, (of which 15,313 were excursions,).....	734,771
Number of passengers (all classes) carried in cars, (of which 91,662 were excursions,).....	1,110,567½
Number of tons of 2,000 lbs. of through freight for the year on main road	360,319
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	449,490
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20 to 25
Average rate of speed adopted by express trains, including stops.....	25 to 30
Average rate of speed adopted by freight trains, including stops.....	8 to 15
Weight of first class passenger and freight engines: Cannot say, as the equipment is hired.	

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868	78,233	June, 1869.....	93,593½
December, 1868.....	80,378	July, 1869.....	103,858
January, 1869.....	83,343	August, 1869.....	118,209½
February, 1869.....	71,717½	September, 1869.....	103,266½
March, 1869.....	91,571	October, 1869.....	100,600
April, 1869.....	92,965		
May, 1869.....	92,832½	Total.....	1,110,567½

The amount of freight, specifying the quantity in tons:

Cannot answer, as tolls only are paid.

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers	3 cents.
For first class way passengers.....	3 "
For second class through passengers, (emigrant,)..	2 "
For second class way passengers	<u>None.</u>

The rate per ton (of 2,000 pounds) per mile charged for freight :

Cannot answer, as tolls only are paid.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings.....	\$338,567 03
Taxes on real estate.....	6,299 43
Total.....	<u>344,866 46</u>

Repairs of machinery :

None, equipment being hired.

Operating the road :

Office expenses, stationery, &c.....	\$12,195 84
Agents and clerks	17,972 60
Attendance of road, watchmen, switch tenders, &c., wood and water station attendance.....	15,842 61
Conductors, baggage masters, brakemen, fuel, oil, use of freight cars, &c.: Equipment hired.	
Shoveling snow: Included in attendance of road.	
Damage for injury of persons and damage to pro- perty, including damage by fire and cattle killed on road.....	1,497 14
Contingencies and all other expenses	363,426 82
Total.....	<u>755,801 47</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	None.
From sale of bonds	None.
From other sources	None.

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
November, 1868....	\$77,779 08	\$7,075 07	\$2,889 59	\$1,004 60	\$88,748 34
December, 1868....	80,229 68	7,541 42	358 34	734 25	88,863 69
January, 1869.....	69,699 77	6,956 47	358 34	6,407 95	83,422 53
February, 1869.....	68,400 36	8,191 79	2,889 59	1,604 37	81,086 11
March, 1869.....	73,427 47	16,038 76	358 34	1,360 85	91,185 42
April, 1869.....	91,888 31	9,234 54	358 34	5,402 33	106,883 52
May, 1869.....	83,975 53	9,323 84	2,887 96	1,596 89	97,784 22
June, 1869.....	81,929 65	6,999 04	358 34	2,724 61	92,011 64
July, 1869.....	43,887 98	.....	358 34	4,907 11	49,153 43
August, 1869.....	84,822 45	6,391 33	2,889 59	1,000 10	95,103 47
September, 1869 ...	89,558 45	4,923 32	255 14	1,205 22	95,942 13
October, 1869.....	93,237 43	8,781 15	255 14	5,100 71	107,374 43
Total.....	938,836 16	91,456 73	14,217 05	33,048 99	1,077,558 93

Summary of payments :

For construction and equipment.....	\$61,134 24
For maintaining and operating the road	755,801 47
For dividends	125,910 00
For interest	6,480 00
For State tax on capital stock and tonnage.....	13,819 99
For United States tax.....	33,857 54
Total.....	997,003 24
Total amount of surplus fund.....	80,555 69
	<u>1,077,558 93</u>

Cost of transportation :

What express companies run on your road, and on what terms?
Howard's express, through Belvidere Delaware railroad company.

What transportation or freight companies run on your road, and on what terms? The Camden and Amboy railroad and transportation company, paying tolls.

ACCIDENTS.

Killed	4
Injured	9
	=

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1868.

November 28. Train No. 35, 4.56 P. M., from New York, when near Bridesburg struck a woman named Burns, who was walking on the track, killing her instantly. Samuel Fennimore, conductor; George Taylor, engineer.

December 16. Connecting road. Train No. 13, 8.36 A. M., from New York, when near Frankford, struck a woman named Jane Turner, who was walking on the track, injuring her quite seriously; since died. G. R. Spillman, conductor; John Anderson, engineer.

December 25. Train No. 52, Adams express up, ran over and killed a young Irishman last night near Bristol station; he was thought to be intoxicated, as there were several others with him who were all in same condition. J. M. Brown, agent, Bristol.

December 26. Train No. 73, 10.15 A. M., from Kensington, struck a colored man named Jas. Wilson, near Bristol, injuring him slightly. E. Toy, conductor; G. Haggerty, engineer.

1869.

January 30. A man was struck by a coal car that was being drilled off on a turnout and knocked through the trestle-work at Frankfork, receiving injuries from which he died. J. P. Stulls, conductor; A. Herbert, engineer.

April 2. Train No. 86, 4 P. M. line from Kensington, struck a man who was walking on the track near Frankford junction; he was badly injured about back and head; he will probably recover; his name is Matthews, and the accident was the result of his own negligence. M. Smith, agent, Kensington.

May 13. Connecting road. A woman was badly injured by being struck by one of our trains; supposed to be train No. 52, on Connecting road, at Front street crossing; did not hear her name; she was removed to Episcopal hospital. J. S. Hawk, agent, Mantua.

June 16, Extra train, engine No. 80, run over and killed a girl about twelve years old at Bristol; extra No. 56 gravel train down had passed when she attempted to cross track and ran in front engine No. 80. J. M. Brown, agent, Bristol.

July 22. Train No. 13, 8.36 A. M., from New York, struck a little girl named Sallie McCarty, walking on the track at Bridesburg, killing her instantly; the engineer gave the proper signals but the girl paid no attention. George R. Spillman, conductor; William Barton, engineer.

August 3. As the 6.30 P. M. train from West Philadelphia passed K street, Tullytown, they struck a horse; the flagman was at the crossing at the time, but the horse became unmanageable and ran into the train; one man was hurt by jumping from wagon. J. B. Wright, agent, Tullytown.

August 26. Train No. 5, Trenton way line, struck a little girl near Norris street, Kensington. Her head was cut slightly. Engine 58; conductor, W. T. Bailey; engineer, S. Stewart.

September 22. Train No. 21, 12.26 P. M., from New York, struck and instantly killed a man (name not given) near Bories station, who was walking on the track. S. R. Toy, conductor; Jas. Sanford, engineer.

October 26. Train No. 6, 7.45 A. M., from Trenton, struck a laboring man who stepped on the track in front of the engine near Morrisville; his head was cut and otherwise seriously injured. A. Quinton, conductor; Chas. Severn, engineer.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Vincent L. Bradford.....	Philadelphia, Pa.
William H. Hart.....	Philadelphia, Pa.
William H. Gatzmer.....	Philadelphia, Pa.
Charles Macalister.....	Philadelphia, Pa.
William S. Freeman.....	Philadelphia, Pa.
Asa J. Fish.....	Philadelphia, Pa.
John G. Stevens.....	Trenton, N. J.
Benjamin Fish.....	Trenton, N. J.
John M. Read.....	Philadelphia, Pa.
Ashbel Welch.....	Lambertville, N. J.
Albert W. Markley.....	Camden, N. J.
G. Morris Dorrance.....	Bristol, Pa.
Vincent L. Bradford, President.....	Philadelphia, Pa.
James Morrell, Secretary.....	Philadelphia, Pa.
F. H. White, Assistant Secretary.....	Philadelphia, Pa.
J. Parker Norris, Treasurer.....	Philadelphia, Pa.
F. Wolcott Jackson, General Superintendent.....	Jersey city, N. J.
Thomas B. Fidler, Resident Engineer.....	Lambertville, N. J.
Ashbel Welch, Consulting Engineer.....	Lambertville, N. J.

(No. 84.)

PHILADELPHIA, WILMINGTON AND BALTIMORE.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared Isaac Hinckley, president, and Alfred Horner, treasurer, of the Philadelphia, Wilmington and Baltimore railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) ISAAC HINCKLEY, *President.*
 A. HORNER, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of January, 1870. }

GEO. PATCHELL, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law: No fixed
 amount

Amount of stock subscribed	Cannot say.
Amount paid in as by last report.....	\$9,084,300 00
Total amount now paid in of capital stock	9,520,850 00
Funded debt, as per last report	2,330,000 00
The amount now of funded debt.....	2,338,000 00
Floating debt, as by last report	107,500 00
The amount now of floating debt.....	205,000 00
Total amount now of floating and funded debt....	2,543,000 00
Rate per cent. per annum of interest on funded debt,	6 per cent.
Date and rate per cent. per annum of dividend or dividends: January and July.....	4 per ct. each.
Number of shares of stock	190,417
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared: January 7, \$9,084,800; July 1, \$9,348,800.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$11,224,605 95	\$10,652,226 26

Equipment included in construction.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Baltimore.....	95 $\frac{9.5}{100}$ miles.
Length of main line of road in Pennsylvania.....	18 $\frac{3.7}{100}$ "
Length of road laid.....	95 $\frac{9.5}{100}$ "
Length of double track of road.....	80 $\frac{1.6}{100}$ "
Length of sidings	27 $\frac{3.6}{100}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track: 50, 51.3, 52, 56, 60 and 68 pounds.	
Branch roads owned by the company, and their length, viz: Port Deposit branch.....	3 $\frac{2.6}{33}$ miles.
Roads worked or leased by the company, viz: Southwark railroad, the New Castle and Wilmington railroad, the New Castle and Frenchtown railroad, the Delaware railroad, the Smyrna Station and Smyrna railroad.	
Number of engine houses and shops: 4 engine houses, 3 shops.	
Number of engines	46
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,900,).....	82
Number of first class passenger cars, rated as twelve wheel cars, (average cost of each, \$3,900,).....	5
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,800,).....	41
Number of freight cars, rated as eight wheel cars, (average cost of each, \$690,).....	915
Number of wooden bridges, (total length in feet, 15,211,).....	35
Number of stone bridges, (total length in feet, 1,165,).....	61

Number of railroads crossed.....	2
Number of stations on main road	38
Number of wood and water stations on main road,	9
How is track laid, and on what foundation? Cross-	
ties, with wood and iron joint fixtures, and laid	
in gravel and stone ballasting.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	544,369
Number of miles run by freight trains	394,049
Number of miles run by construction trains.....	24,161
Number of through passengers for the year on main road.....	332,638
Number of passengers (all classes) carried in cars..	1,312,991
Number of tons of 2,000 lbs. of through freight for the year on main road.....	7,187
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	320,198
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops.....	26
Average rate of speed adopted by freight trains, in- cluding stops: through, 12; way, 8.	
Weight of first class passenger trains.....	26 to 30
Weight of freight engines	29 to 33

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal..	28,643	Agricultural products.....	79,951
Petroleum.....	13,290	Merchandise and manufactures...	70,210
Pig iron.....	9,267	Live stock.....	25,479
Railroad iron.....	11,653	Lumber	17,555
Other iron or castings.....	40,001	Other articles	16,254
Iron and other ores.....	2,448		
Lime and limestone.....	5,447	Total.....	320,198

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	3 cents.
For first class way passengers.....	3½ "
For second class through passengers.....	2 "
For second class way passengers	None.

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight.....	3 cents
For local freight.....	4 "
For local coal	2¾ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Repairs or maintenance of way, including buildings.....	\$31,153 08	\$41,807 26	\$189,345 82
Total.....	631,153 08		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$77,971 94	\$43,664 29	\$34,307 05
Repairs of passenger and baggage cars.....	105,956 24	105,956 24	89,946 95
Repairs of freight cars.....	89,846 95		7,907 93
Repairs of tools and machinery in shops.....	26,359 75	18,451 82	15,994 46
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	39,886 17	23,991 71	
Total.....	340,121 05		
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$3,553 34	\$2,132 00	\$1,421 34
Agents and clerks: Included below.			
Labor—loading and unloading freight: Included below.			
Porters, watchmen and switch tenders.....	42,405 02	29,683 52	12,721 50
Wood and water station attendance: Included below.			
Conductors, baggage masters and brakemen: Included below.			
Engineers and firemen: Included below.			
Fuel and cost of preparing for use.....	105,705 71	63,423 43	42,282 28
Oil and waste for engines and tenders, passenger, baggage and freight cars: Included above.			
Loss and damage of goods and baggage: Included below.			
Use of freight cars: Included below.			
Shoveling snow.....	94 68	66 27	28 41
Damage for injury of persons: Included below.			
Damage to property, including damage by fire and cattle killed on road: Included below.			
General superintendence, contingencies and all other expenses.....	565,174 95	348,717 64	217,457 31
Total.....	717,933 70	1,077,894 18	611,313 65
Grand total.....			\$1,689,207 83

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From sale of bonds	\$38,000 00
From other sources	428,101 40
	<u> </u>

RECEIPTS FOR THE YEAR.

Passengers	\$1,508,612 30
Freight	813,056 83
Mail and express	142,102 26
Miscellaneous	101,530 92
Total	<u>2,565,302 31</u>

Summary of payments:

For construction	\$23,045 31
For maintaining and operating the road	1,689,207 83
For dividends, including United States tax	776,151 50
For interest	<u>112,774 05</u>

Cost of transportation:

What express companies run on your road and on what terms?
Adams express.

ACCIDENTS.

	Killed.	Injured.
Employees	2	2
Others	11	5
Total	<u>13</u>	<u>7</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

November 23, 1868. Isaac Robinson and John Creighton, while crossing the track in the city of Chester, were struck by a passenger train. Creighton was killed and Robinson badly injured.

November 26, 1868. George May, aged 23 years, while attempting to cross the track in front of an empty locomotive at Newark, Del., was struck and instantly killed.

December 1, 1868. Michael Welsh, while walking on the track near Chester, was struck by a passenger train and killed.

February 8, 1869. John A. Ross, aged 6 years, fell from coal car on Washington avenue, Philadelphia, and was run over and killed.

March 29, 1869. John J. Post, a cadet at Hyatt's military academy, at Chester, jumped from the express passenger train as it passed through that city. He fell upon the track, and died in consequence of his injuries.

April 8, 1869. Mary Weber, while attempting to cross Harris creek bridge, in Baltimore, ahead of a freight train, was caught between a car and the railing of the bridge and instantly killed.

April 13, 1869. Franklin M'Laughlin, a trackman was struck by a passenger train at Shell Pot bridge, and instantly killed.

April 25, 1869. An unknown man, while walking over Stanton bridge, was struck by an extra passenger train, and somewhat injured.

May 25, 1869. John Halpine, while walking on the track at Gray's Ferry, was run over by a passenger train. Died May 27, 1869.

July 16, 1869. Nancy Jack, while attempting to drive a cow off the track, near Gibson's, was struck by a freight train and killed.

July 21, 1869. John B. Mungan, while lying on the track near Bell road, was run over by a freight train and killed.

August 7, 1869. Barney Finney, freight brakeman, caught while coupling cars at Newark, lost two fingers and had his leg badly hurt.

August 18, 1869. Rose White, attempting to cross track, in Baltimore, ahead of a passenger train, was struck by the engine and had an arm broken.

August 21, 1869. Sarah Carr jumped from a train under headway, in Chester, and sustained an injury to her foot, which rendered amputation necessary.

September 29, 1869. An unknown man found dead on track, below Gray's Ferry, supposed to have been run over by a freight train.

October 9, 1869. James Brierly, while lying on the track at Milk House curve, was run over by a passenger train. Died October 11, 1869.

October 9, 1869. John Linderman, freight brakeman, lost fingers of one hand by being caught while coupling cars at Edgewood.

October 19, 1869. Unknown man sitting on the track, near Claymont, was struck by a freight train and somewhat injured.

October 25, 1869. Patrick Slatterly, laborer, while working on road, near Ellerslie, was struck by a passenger train and killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia.
Samuel H. Felton.....	Thurlows, Pa.
William Sellers.....	Philadelphia.
Samuel Welsh.....	Philadelphia.
Jesse Lane.....	Wilmington, Del.
Joseph Bringham.....	Wilmington, Del.
Samuel Harlan, Jr.....	Wilmington, Del.
Frederick A. Curtis.....	Newark, Del.
Thomas Kelso.....	Baltimore, Md.
Columbus O'Donnell.....	Baltimore, Md.
Enoch Pratt.....	Baltimore, Md.
Thomas Donaldson.....	Baltimore, Md.
Thomas Whitridge.....	Baltimore, Md.
Jacob Tome.....	Port Deposit, Md.
Nathaniel Thayer.....	Boston, Mass.
Isaac Hinckley, President.....	Philadelphia.
Alfred Horner, Secretary and Treasurer.....	Philadelphia.
Henry F. Kenney, Superintendent.....	Philadelphia.

(No. 85.)

PINE GROVE AND LEBANON.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss:

Personally appeared Franklin B. Gowen, president, and Richard Coe, treasurer, of the Pine Grove and Lebanon railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*

RICHARD COE, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of December, 1869. }

B. F. HORAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed	100,000 00
Amount paid in as by last report	Nothing.
Total amount now paid in of capital stock	100,000 00
Funded debt, as per last report	Nothing.
The amount now of funded debt, (classified and date of maturity,) as follows	Nothing.
Floating debt, as by last report	Nothing.
The amount now of floating debt	59,336 13
Total amount now of floating and funded debt ...	59,336 13
Date and rate per cent. per annum of dividend or dividends	None declared.
Number of shares of stock	2,000
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective divi- dends were declared	None declared.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	None.	\$157,802 77

Equipped by P. and R. railroad company, lessees.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pine Grove to Lebanon county line	6 miles.
Length of main line of road in Pennsylvania.....	6 "
Length of road laid.....	6 "
Length of double track of road	— "
Length of sidings	$\frac{1}{4}$ "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Number of wooden bridges, (total length in feet, 28,)	2
Number of stations on main road	1
Value of real estate held by the company, exclusive of road way	\$500 00
How is track laid and on what foundation? On broken stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

This road is worked by the Philadelphia and Reading railroad company, and will be included in its return.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. E. Borie.....	Philadelphia.
R. B. Cabeen	Philadelphia.
J. B. Lippincott.....	Philadelphia.
John Ashhurst	Philadelphia.
S. Colwell	Philadelphia.
John Tucker	Philadelphia.
Franklin B. Gowen, President	Philadelphia.
Richard Coe, Secretary	Philadelphia.
Richard Coe, Treasurer.....	Philadelphia.
G. A. Nicolls, General Superintendent	Reading.

(No. 86.)

PITTSBURG, CINCINNATI AND ST. LOUIS.

STATE OF OHIO, }
Jefferson County, } ss:

Personally appeared Thos. L. Jewett, president, and J. G. Morris, treasurer, of the Pittsburg, Cincinnati and St. Louis railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief—the most of the items not being in the treasurer's department he did not make them up, and, therefore, knows nothing about them personally.

(Signed) THOS. L. JEWETT, *President.*
 J. G. MORRIS, *Treasurer.*

Sworn and subscribed before me, this }
 26th day of January, 1870. }

M. O. JUNKIN, *J. P.*

It is almost impossible to make statements to agree with the printed form, as our financial year does not terminate at the same time as in Pennsylvania, and in consequence of not keeping accounts of many items. Will be better prepared next year. The auditor has not been able to be in the office for two months past, and his clerks had the statements to make up.

Respectfully,

J. G. MORRIS.

STOCK AND DEBT.

Total amount now paid in of capital stock	\$5,423,200 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, Aug. 1, 1900,).....	\$6,208,000 00
2d and 3d mortgage bonds, date of maturity, (S. & J. convertible into P., C. and St. L. railway company,)	3,828,690 00
	<u>10,036,690 00</u>

The amount now of floating debt.....	\$421,184 46
Total amount now of floating and funded debt....	10,457,874 48
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Number of shares of stock	108,464
Par value of each share.....	<u>\$50 00</u>

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction.....	\$13,551,397 71
Equipment	<u>2,327,940 69</u>
Total cost	<u>15,879,338 40</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg to Columbus	193 miles.
Length of main line of road in Pennsylvania	34 "
Length of road laid, (main line, 193; Cadiz branch, 8,)	201 "
Length of double track of road	3 "
Length of sidings	21 "
Gauge of road	4 ft. 9½ in.
Weight of rail per yard on main track	60 and 64 lbs.
Branch roads owned by the company, and their length, viz: Cadiz branch	8 miles.
Roads worked or leased by the company, viz: Col., Chi. and Ind. Cent. railway.	
Number of engine houses and shops.....	4
Number of engines	77
Number of first class passenger cars, (rated as eight wheel cars,)	31
Number of baggage, mail and express cars, (rated as eight wheel cars,).....	16
Number of freight cars, (rated as eight wheel cars,)	1,239
Number of other cars	39
Number of iron bridges, (total length in feet, 2,354,)	3
Number of wooden bridges.....	60
Number of stone bridges	12

Number of railroads crossed.....	1
Number of stations on main road.....	69
Number of wood and water stations on main road,	13
Value of real estate held by the company, exclu-	
sive of road way	\$196,000 00
Number of tunnels, (length of each, from 300 to	
3,000 feet,).....	9
How is track laid, and on what foundation? Gravel	
and stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	539,850
Number of miles run by freight trains.....	1,158,880
Number of miles run by other trains	150,780
Number of passengers (all classes) carried in cars,	421,016
Number of tons of 2,000 lbs. of through freight for	
the year on main road	438,724
Gross amount of tonnage for the year, (2,000 lbs.	
per ton,)	850,026
Average rate of speed adopted by ordinary passen-	
ger trains, including stops, (miles per hour,)....	20
Average rate of speed adopted by express trains,	
including stops	25
Average rate of speed adopted by freight trains,	
including stops	12

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

Total.....	421,016
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The amount of freight, specifying the quantity in tons:

Total.....	850,026
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The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers, average.....	2 $\frac{2}{3}$ cents.
For first class way passengers.....	3 $\frac{1}{2}$ "
For second class through passengers, average.....	2 $\frac{2}{3}$ "

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, average.....	5.50 cents.
For local freight, average	7.40 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Maintaining the road or real estate of the corporation	\$119,221 57
Repairs or maintenance of way, including buildings,	508,440 21
Taxes on real estate	38,278 26
Total.....	<u>665,940 04</u>

Repairs of machinery :

Repairs of engines and tenders	\$218,876 99
Repairs of passenger and baggage cars	50,081 00
Repairs of freight cars	73,034 75
Incidental expenses, including oil, fuel clerks, watchmen, &c., about shops	<u>35,223 18</u>

Operating the road :

Office expenses, stationery, &c.....	\$51,820 23
Agents and clerks, labor—loading and unloading freight, and porters, watchmen and switch tenders,	197,301 03
Conductors, baggage masters and brakemen.....	141,366 12
Engineers and firemen	103,758 51
Fuel and cost of preparing for use	116,411 17
Oil and waste for engines and tenders, passenger, baggage and freight cars	33,111 40
Loss and damage of goods and baggage	25,164 95
Use of freight cars.....	81,938 20
Station and train supplies	84,790 53
Damage for injury of persons.....	8,202 22
Contingencies.....	<u>15,248 27</u>

RECEIPTS.

Passengers.....	\$621,916 27
Freight.....	1,690,381 84
Mail, express and miscellaneous, (mail and express, \$94,312 98; miscellaneous, \$27,490 12,)	121,803 10
Total	<u>2,434,101 21</u>

Summary of payments :

For construction and equipment	\$77,012 88
For maintaining and operating the road	<u>1,902,268 61</u>

Cost of transportation :

What express companies run on your road, and on what terms?
Adams express.

ACCIDENTS.

	Killed.	Injured.
Employees.....	3	8
Others.....	4	4
Total.....	<u>7</u>	<u>12</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thos. L. Jewett.....	Steubenville, O.
H. J. Jewett.....	Columbus, O.
D. S. Gray	Columbus, O.
C. Dewey	Cadiz, O.
Jos. Means.....	Steubenville, O.
Robert Shenard.....	Steubenville, O.
Thos. Means.....	Steubenville, O.
George W. Adams.....	Dresden, O.
Jos. K. Johnson.....	Dresden, O.
Geo. B. Roberts.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Samuel T. Canby	Philadelphia, Pa.
T. L. Jewett, President.....	Steubenville, O.
J. G. Morris, Secretary and Treasurer	Steubenville, O.
W. W. Card, Superintendent.....	Dennison, O.

(No. 87.)

PITTSBURG AND CONNELLSVILLE.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared Wm. Oden Hughart, president, and John H. Page, Jr., treasurer, of the Pittsburg and Connellsville railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WM. ODEN HUGHART, *President.*
 JNO. H. PAGE, JR., *Treasurer.*

Sworn and subscribed before me, this }
 8th day of January, 1870. }

GEO. T. OLIVER, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$5,000,000 00
Amount of stock subscribed	2,151,550 00
Amount paid in as by last report	1,793,926 43
Total amount now paid in of capital stock	1,794,576 43
Funded debt, as per last report	5,500,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1, 1898,)	\$4,000,000 00
2d mortgage bonds, (date of maturity, January 1, 1886,)	1,000,000 00
Turtle Creek division construction bonds, (date of maturity, August 1, 1889,)	400,000 00
Bonds secured by real estate, due in 1869 and 1883.	100,000 00
	<hr/> 5,500,000 00

Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 6 per cent., and 6 per cent. on balance.

Date and rate per cent. per annum of dividend or dividends	No dividends.
Number of shares of stock	35,549
Par value of each share	\$50 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared	No dividends.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$2,302,075 77	\$2,745,750 77
Equipment	287,994 81	345,241 80
Total cost	<u>2,590,070 58</u>	<u>3,090,992 57</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg to Cumberland, Md.....	149 miles.
Length of main line of road in Pennsylvania.....	141 "
Length of road laid.....	60 "
Length of double track of road	None.
Length of sidings: 18 miles, 1,019 feet.	
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track: 54, 56 and 60 pounds; all new rail, 60 pounds.	
Branch roads owned by the company, and their length	None.
Roads worked or leased by the company, viz: Fayette County railroad.	
Number of engine houses and shops.....	8
Number of engines	15
Number of first class passenger cars, (rated as eight wheel cars,)	15
Number of baggage, mail and express cars, (rated as eight wheel cars,).....	6

Number of freight cars, (rated as eight wheel cars,)	103
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of iron bridges, (total length in feet, 105,)	1
Number of wooden bridges, (total length in feet, 818,).....	8
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road.....	37
Number of wood and water stations on main road,	10
Number of tunnels: None, as far as track is laid.	
How is track laid, and on what foundation? Broken stone ballast, cross-ties and iron.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	155,843
Number of miles run by freight and coal trains...	269,498
Number of through passengers for the year on main road.....	68,229
Number of passengers (all classes) carried in cars,	462,124
Number of tons of 2,000 pounds of through freight for the year on main road.....	226,199
Gross amount of tonnage for the year, (2,000 lbs. per ton.).....	515,879
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	16½
Average rate of speed adopted by freight trains, including stops.....	8
Weight of first class passenger engines	25 to 28 tons.
Weight of freight engines	33 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	31,596	June, 1869.....	41,711
December, 1868.....	34,112	July, 1869.....	44,241
January, 1869.....	34,240	August, 1869.....	46,283
February, 1869.....	33,249	September, 1869..	45,064
March, 1869.....	36,580	October, 1869.....	41,629
April, 1869.....	35,826		
May, 1869.....	37,593	Total.....	462,124

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal...	406,386	Manufactures	7,546
Petroleum, oils, paints, &c.....	554	Live stock.....	4,626
Pig iron, blooms and ore.....	8,936	Lumber	8,679
Other iron or castings.....	5,258	Other articles	1,170
Steel	233	Sand, sandstone and fire clay.....	49,597
Lime, limestone and cement.....	2,053		
Agricultural products.....	15,012	Total.....	515,879
Merchandise	5,829		

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers	3½ cents.
For first class way passengers	4 “
For second class through passengers.....	None.
For second class way passengers	None.

The rate per ton (of 2,000 lbs.) per mile charged for freight:

For through freight and coal.....	1¾ cents.
For local freight and coal.....	2 “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings	\$137, 105 36	\$45, 721 67	\$91, 413 69
Taxes on real estate : See below.			
Total			
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$50, 347 14	\$16, 782 33	\$33, 564 81
Repairs of passenger and baggage cars	17, 365 77	5, 788 66	11, 577 11
Repairs of freight cars	18, 646 02	6, 215 33	12, 430 69
Repairs of tools and machinery in shops	6, 082 72	2, 027 66	4, 055 06
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	60, 278 17	20, 092 67	40, 185 50
Total	152, 719 82	50, 906 65	101, 813 17
OPERATING THE ROAD.			
Office expenses, stationery, &c.	\$5, 402 99	\$1, 801 00	\$3, 601 99
Agents, clerks and telegraph operators	22, 165 21	7, 388 33	14, 776 88
Labor—loading and unloading freight	5, 433 95	1, 811 33	3, 622 62
Porters, watchmen and switch tenders	3, 423 05	1, 141 00	2, 282 05
Conductors, baggage masters and brakemen	26, 305 26	8, 768 33	17, 536 93
Fuel and cost of preparing for use	336 41	116 67	223 74
Oil and waste for passenger, baggage and freight cars	333 90	111 33	222 57
Loss and damage of goods and baggage	923 87	308 00	615 87
Use of freight cars	13, 931 81	4, 644 00	9, 287 81
Damage for injury of persons	1, 364 50	454 57	909 93
Damage to property, including drawback, wrecking expenses and allowance for cattle killed on road	12, 723 89	4, 241 33	8, 482 56
General superintendence	1, 500 00	500 00	1, 000 00
Contingencies	960 92	520 33	640 69
Total	94, 819 76	31, 906 22	63, 213 54

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	None.
From sale of bonds	\$270,000 00
From other sources	5,013 14
Total	<u>275,013 14</u>

RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Miscella- neous.	Total.
November, 1868	\$12,687 30	\$34,346 41	\$704 17	\$25 00	\$47,762 88
December, 1868	14,380 50	34,146 92	704 17	63 00	49,294 59
January, 1869	12,293 50	30,255 72	704 17	370 06	43,623 45
February, 1869	11,122 33	29,548 37	704 17	1,386 96	42,761 83
March, 1869	14,051 15	36,097 21	704 17	817 00	51,669 53
April, 1869	12,880 80	36,761 54	704 17	1,216 05	51,565 56
May, 1869	13,762 05	38,540 66	704 17	188 32	53,195 20
June, 1869	14,347 69	36,406 17	704 17	592 78	52,050 81
July, 1869	15,720 55	34,450 86	704 17	1,259 47	52,135 05
August, 1869	15,422 50	37,155 36	704 17	1,267 08	54,549 11
September, 1869	16,391 77	38,592 62	704 17	767 74	56,456 30
October, 1869	13,615 61	38,912 04	704 13	622 60	53,854 38
Total	166,675 75	425,216 88	8,450 00	8,575 06	608,918 69

Summary of payments:

For construction and equipment	\$497,291 57
For maintaining and operating the road	400,325 62
For dividends	None.
For miscellaneous	231,197 53
For State tax on capital stock and tonnage, including borough, city and county taxes	19,644 04
For United States tax	<u>4,273 09</u>

Cost of transportation:

Cost per passenger per mile, proximate average...	2 $\frac{2}{10}$ cents.
Cost per ton freight per mile, proximate average..	1 $\frac{73}{100}$ "

What express companies run on your road, and on what terms? Adams express company—pay a stated rent per annum for right to run on two of our passenger trains, furnishing baggage masters on such trains, and pay no other form of toll to the railroad company.

What transportation or freight companies run on your road, and on what terms? None.

ACCIDENTS.

	Killed.	Injured.
Passengers	0	1
Employees	1	4
Others	2	2
Total	<u>3</u>	<u>7</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1868.

November 30. R. Marietta, engineer, and J. Gray, fireman, slightly injured by explosion one mile west of Connellsville.

1869.

February 2. J. Nesmith, fireman, run over and killed near Long Run.

March 26. J. Brady, run over and killed near Laughlin's. Cause—"drowning the shamrock."

May 15. Unknown, leg cut off in getting off freight train at Tyrone mines. Not fatal.

May 19. B. Donegher, brakesman, foot mashed in getting on train.

July 3. A. Gilkey, run over and instantly killed near Osceola. Cause—"the bowl."

August 21. George Hess, on mail train, near Broad Ford, arm broken, out of car window.

October 15. J. Heck, getting on mail train when in motion, near Dunbar, fell and train run over his arm.

October 19. C. Whaley, brakesman, getting off freight train in motion, near Pittsburg, had foot crushed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. Oden Hughart.....	Pittsburg.
G. L. B. Fetterman.....	Pittsburg.
John Fleming.....	Pittsburg.
William Phillips.....	Pittsburg.
William Baldwin.....	Pittsburg.
Joseph Pennock.....	Pittsburg.
Cyrus Meyers.....	Somerset, Pa.
Johns Hopkins.....	Baltimore, Md.
Benjamin Deford.....	Baltimore, Md.
William H. Perkins.....	Baltimore, Md.
Israel Cohen.....	Baltimore, Md.
H. G. Vickery.....	Baltimore, Md.
Wm. Oden Hughart, President and Gen'l Sup't	Pittsburg.
John H. Page, Jr., Secretary and Treasurer.....	Pittsburg.

(No. 88.)

PITTSBURG, FORT WAYNE AND CHICAGO.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared Geo. W. Cass, president, and F. M. Hutchinson, treasurer, of the Pittsburg, Fort Wayne and Chicago railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) G. W. CASS, *President.*
 F. M. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of January, 1870. }

THOS. M. BLAIR, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law: Regulated by charter, with power to increase from time to time.

Amount of stock subscribed \$19,583,947 71

Amount paid in as by last report 11,500,000 00

Total amount now paid in of capital stock: Full stock, \$19,581,600; scrip stock, \$2,347 71..... 19,583,947 71

Funded debt, as per last report 12,563,000 00

The amount now of funded debt, (classified and date of maturity,) as follows:

Equipment bonds \$1,000,000 00

1st mortgage bonds 5,250,000 00

2d mortgage bonds 5,160,000 00

3d mortgage bonds 2,000,000 00

Bridge bonds, O. and P. R. R. Co., 153,000 00

13,563,000 00

Floating debt, as by last report 139,986 76

The amount now of floating debt 72,092 67

Total amount now of floating and funded debt .. 13,635,092 67

Rate per cent. per annum of interest on funded debt: 1st, 2d and 3d mortgages.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: Three quarters at 10 per cent.; one quarter at 7 per cent.	
Number of shares of stock	195,816
Par value of each share	\$100 00
Amount of capital on which the respective dividends were declared: Average, three quarters, \$11,497,600; average, one quarter, \$19,581,600.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$289,732 68	\$670,949 05
Equipment	229,375 41	487,092 72
Total cost.....	<u>23,247,488 52</u>	<u>24,391,380 09</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg, Pa., to Chicago, Ill	468 $\frac{3}{10}$ miles.
Length of main line of road in Pennsylvania....	49 "
Length of road laid.....	468 $\frac{3}{10}$ "
Length of double track of road	38 $\frac{7}{10}$ "
Length of sidings.....	99 $\frac{8}{10}$ "
Gauge of road.....	4 ft. 9 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company, and their length, viz: Cleveland, Zanesville and Cincinnati railroad.	65 miles.
Roads worked or leased by the company, viz: New Castle and Lawrence branches.	
Number of engine houses and shops.....	19
Number of engines	219
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,500,).....	95
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,250,).....	54

Number of freight cars, rated as eight wheel cars, (average cost of each, \$750,).....	4,836
Number of coal cars, rated as eight wheel cars, (average cost of each, \$650,).....	1,632
Number of iron bridges, (total length in feet, 2,802,).....	15
Number of wooden bridges, (total length in feet, 8,532,).....	90
Number of stone bridges, (total length in feet, 594,).....	28
Number of railroads crossed.....	17
Number of stations on main road.....	100
Number of wood and water stations on main road,	51
Value of real estate held by the company, exclu- sive of road way: Included in cost of railway construction and equipment.	
Number of tunnels.....	None.
How is track laid and on what foundation? Cross- ties, gravel ballast, wrought chairs and fish plate joints.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	1,487,295
Number of miles run by freight trains.....	3,766,289
Number of miles run by coal trains: Included in freight trains.	
Number of through passengers for the year on main road.....	173,456
Number of passengers (all classes) carried in cars,	1,727,633
Number of tons of 2,000 lbs. of through freight for the year on main road.....	646,278
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,659,791
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)...	21
Average rate of speed adopted by express trains, including stops.....	28
Average rate of speed adopted by freight trains, including stops.....	11

Weight of first class passenger engines	30 tons.
Weight of freight engines	28 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868	120, 169	June, 1869.	148, 506
December, 1868.	122, 147	July, 1869	158, 425
January, 1869.	122, 288	August, 1869.	159, 257
February, 1869	125, 081	September, 1869	161, 832
March, 1869.	152, 959	October, 1869.	169, 265
April, 1869.	147, 234		
May, 1869.	140, 470	Total	1, 727, 633

The amount of freight, specifying the quantity in tons :

Bituminous coal	258, 786	Live stock.	204, 537
Railroad iron.	61, 408	Lumber	103, 218
Miscellaneous	196, 481	Other articles	73, 530
Agricultural products.	250, 951		
Merchandise	172, 513	Total	1, 659, 791
Manufactures	338, 867		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	3 cents.
For first class way passengers	3½ "
For second class through passengers	2 ¹⁵ / ₁₀₀ "
For second class way passengers	None.

The rate per ton of 2,000 lbs. per mile charged for freight :

For through freight, average	2 cents.
For local freight, average	3 "
For local coal, average	1½ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transpo'n	Freight Transpo'n.
Repairs or maintenance of way, including buildings.....	\$1,140,962 02	\$380,320 67	\$760,641 35
Taxes on real estate.....	183,600 09	61,200 03	122,400 06
Total.....	1,324,562 11	441,520 70	883,041 41
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$242,421 62	\$82,451 13	\$159,970 49
Repairs of passenger and baggage cars.....	146,749 75	146,749 75	.....
Repairs of freight cars.....	437,673 83	.....	437,673 83
Repairs of tools and machinery in shops.....	50,940 28	16,980 09	33,960 19
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	132,256 14	44,085 38	88,170 76
Total.....	1,010,041 62	290,266 35	719,775 27
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$62,058 20	\$20,686 06	\$41,372 14
Agents and clerks.....	333,059 38	202,273 30	130,786 08
Labor—loading and unloading freight.....	156,781 17	.....	156,781 77
Porters, watchmen and switch tenders.....	103,312 11	34,437 37	68,874 74
Wood and water station attendance.....	51,664 80	17,221 60	34,443 20
Conductors, baggage masters and brakemen.....	351,406 54	138,225 37	213,181 17
Engineers and firemen.....	336,444 45	80,017 46	256,426 99
Fuel and cost of preparing for use.....	520,617 31	162,291 46	358,325 85
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	112,554 08	33,605 28	79,948 80
Loss and damage of goods and baggage.....	14,181 20	183 82	13,997 38
Use of freight cars.....	145,096 98	.....	145,096 98
Shoveling snow.....	21,149 16	7,049 72	14,099 44
Damage for injury of persons.....	18,091 29	7,811 19	10,280 10
Damage to property, including damage by fire and cattle killed on road.....	10,497 51	5,775 22	4,722 29
General superintendence.....	69,063 33	23,021 11	46,042 22
Contingencies.....	318,190 69	106,063 56	212,127 13
Total.....	2,605,168 80	838,662 52	1,766,506 28

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From sale of bonds, (equipment,) \$1,000,000 00

RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Rent of railway.	Miscella- neous.	Total.
Nov., 1868.....	\$209,279 62	\$450,563 67	\$17,687 50	\$7,083 33	\$939 76	\$685,553 88
Dec., 1868.....	191,012 61	529,313 33	18,476 50	7,083 34	1,112 78	746,998 56
Jan., 1869.....	162,067 76	445,357 10	18,082 00	7,083 33	1,258 32	633,848 51
Feb., 1869.....	168,763 42	389,423 86	17,293 00	7,083 33	952 39	553,516 00
March, 1869.....	230,413 89	496,550 83	18,476 50	7,083 34	822 44	753,347 00
April, 1869.....	229,072 08	482,843 97	18,082 00	7,083 33	1,524 09	738,605 47
May, 1869.....	207,458 46	429,104 11	18,082 00	7,083 33	801 99	662,529 89
June, 1869.....	201,481 38	361,530 69	18,082 00	8,395 07	3,660 64	593,149 78
July, 1869.....	204,011 57	346,098 29	18,476 50	7,083 33	1,272 47	576,942 16
August, 1869.....	227,938 07	351,311 15	18,082 00	7,083 33	1,347 93	605,762 48
Sept., 1869.....	265,228 75	400,847 02	18,082 00	7,083 34	1,400 81	692,641 92
Oct., 1869.....	263,941 87	486,664 40	18,082 00	5,771 60	1,342 51	775,802 38
Total.....	2,560,669 48	5,169,608 42	216,984 00	85,000 00	16,436 13	8,048,698 03
Profit in operating New Castle branch.....						59,036 55
Profit in operating Lawrence branch.....						13,555 29
Special interest for construction between Pittsburg and Rochester.....						10,241 55
Total.....						8,131,531 42

Summary of payments :

For construction and equipment.....	\$1,158,041 77
For maintaining and operating the road.....	4,859,899 00
For dividends, \$1,209,487 50; United States tax 63,657 21.....	1,273,144 71
For interest.....	901,876 04
For miscellaneous.....	300,559 98
For State tax on capital stock and tonnage.....	8,764 85
For United States tax.....	71,108 68
Total.....	8,573,395 03

Cost of transportation :

What express companies run on your road, and on what terms?
American express company, Pittsburg to Chicago, \$375 per day;
Merchants' Union express company, Pittsburg to New Castle,
\$32 50 per day.

What transportation or freight companies run on your road,
and on what terms? Union railroad and transportation com-
pany, and Allentown transportation company. The transporta-

tion companies are to establish and maintain, at their own expense, independent and efficient agencies in the principal cities of the east and west, and generally to co-operate with the officers of the company in establishing the line in public favor, furnish their own cars and keep them in repair, subject to the approval of the car inspector of the railway company, pay all expenses, including loss and damage of freight connected with the shipment and delivery of freight, and pay to the railway company certain specified rates, which rates are based upon an average of prevailing rates charged by the railway company for similar freight. The railway company pay to the transportation company three mills per ton per mile for the use of their cars, and have a general supervision of the rates and business.

ACCIDENTS.

	Killed.	Injured.
Employees	6	9
Others	19	7
Total	<u>25</u>	<u>16</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

LIST OF CASUALTIES IN PENNSYLVANIA.

1868.

November 30. James Maloney, shifting cars in Penn street yard, fell from car and broke his leg.

1869.

March 17. J. Fisher, boy, standing on lower step of passenger car, passing Federal street, Allegheny, struck gate post; fell from car and leg run over.

May 12. Robert Rodgers, struck by freight train at Neville station; head and side injured.

May 21. Thomas Crowl, ran over by freight train near Enon station; was drunk.

June 5. James Arb, run over by freight train during the night near Beaver Falls.

June 5. Geo. Cahoon, arm mashed coupling cars at Allegheny.

July 8. ——— Hendricks, small boy, got under car; had his hand run over, at outer depot.

September 18. William Keep, fell from freight car in Allegheny and broke his leg.

September 22. Wm. Libzelter, tried to jump on passenger train in Allegheny; fell and had his leg run over.

September 9. D. O. Shaffer, fell from freight car at New Castle yard.

September 11. Alex. Lozzen, deaf, struck by passenger train, Wood's Run.

September 20. Clark Covert, struck by engine at Allegheny yard; foot run over; was drunk.

October 16. John Flinn, struck by passenger train in Allegheny; so badly injured that he died in a few days.

WESTERN DIVISION.

1868.

November 17. George W. Thorpe, a crippled pauper, was killed at Maple station by a freight train; was walking on the track when train ran over and killed him.

December 14. Leonard Landeck, an employee, brakesman, fell from passenger train at Rock Island junction; was run over and died a few hours after from his injuries.

1869.

January 1. Mike Fitzgerald, an employee as watchman, was run over near Warsaw station and killed while lying on the track asleep.

February 10. William Shaffer, an employee as fireman, fell from a freight train engine while out oiling. Engine passed over his left arm; arm amputated.

February 14. Valentine Fisher had one leg broken by jumping from passenger train near Chicago while train was in motion.

March 19. The following persons were killed and injured in a collision between two wood trains near Bourbon station: D. E. Simons, conductor, one leg broken; Thomas Butler, one leg crushed and otherwise injured; died next morning; John Siebert, back injured; J. Derrer, fireman, slightly injured; Edward Ready, spine and hip injured. All were employees of this company.

April 6. Willis Anderson, a lad, aged about six years, was run over by a switching engine in the Fort Wayne yard; the boy was walking on the track, and engine backing up, engineer could not see him; had one arm broken.

April 7. James Maher, employee as night watchman, while sitting on the track asleep, was struck by a passenger train near Bucyrus station and killed.

April 13. John Williams, a colored man, was killed near Forest station, which place he left intoxicated, and was supposed to have been struck by westward bound passenger train.

May 27. Lewis Bibler, a farmer, fell from a hand-car near Kosciusko station; was run over and killed.

May 27. William Hartnett, employee, a brakeman, while trying to get on to engine of a freight train at Corsse station fell and was run over by the engine, causing death in a few minutes.

June 1. David Covington, insane, a passenger on eastward bound train, jumped or fell from the train near Donelson station and was killed.

June 2. Adam Steimer, while trying to cross a cattle guard ahead of a freight train, was struck by the engine and killed.

July 4. Hiram Bair, aged about twenty, threw himself on the track near Bucyrus, evidently with the design to commit suicide; was run over by an approaching engine and killed.

July 7. Timothy Enright was killed at Lima station; was lying on the track and was struck by the engine on westward bound passenger train; was intoxicated.

July 22. Louis Lepper, a child, aged two or three years, while playing on the track near Fort Wayne, was run over by a westward bound passenger train and killed instantly.

August 16. John Olivert, walking on the track carrying an umbrella over him, was struck and instantly killed by the engine of a westward bound passenger train near Arcola station.

August 16. James Binns, intoxicated and lying by the track near Monroeville station, was struck by engine of a freight train and so badly injured that he died in a few hours.

September 4. Moses Woodside was injured at Bucyrus while attempting to drive across the track ahead of an eastward bound passenger train. Died from his injuries.

September 9. H. Heiman, a passenger on a westward bound train, fell from the train near Valparaiso and was killed.

September 18. A man, name unknown, was killed near Tollestone by being run over by westward bound passenger train.

September 18. Jacob Itner, while walking on track near Dixon station was struck by eastward night express and killed.

October 11. Hale Loar, a lad, aged ten years, was killed at Columbia city by being caught between two cars which other boys were pushing.

October 25. Elsey Sloane, employee as conductor, while coupling cars at Crestline, fell and had one leg broken by being run over.

RECAPITULATION.

Number of passengers killed	None.
Number of passengers injured	None.
Number of employees killed	5
Number of employees injured	6
Number of others killed	15
Number of others injured	2
	—
Total	28
	=

CHAS. E. GORHAM, *Sup't W. D.*

Subscribed and sworn to before me, }
 at the city of Fort Wayne, this }
 18th day of December, 1869. }

THOS. MEEGAN, *Notary Public.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
G. W. Cass.	Pittsburg, Pa.
T. Harbaugh.	Pittsburg, Pa.
J. Edgar Thomson	Philadelphia, Pa.
J. L. Dawson.....	Brownsville, Pa.
Kent Jarvis	Massillon, O.
R. R. Springer.....	Cincinnati, O.
John Sherman.....	Mansfield, O.
Pliny Hoagland.....	Fort Wayne, Ind.
J. L. Williams.....	Fort Wayne, Ind.
W. B. Ogden	Chicago, Ill.
J. F. D. Lanier	New York.
L. H. Meyer.....	New York.
T. J. Tilden	New York.
Geo. W. Cass, President.....	Pittsburg, Pa.
F. M. Hutchinson, Secretary.....	Pittsburg, Pa.
F. M. Hutchinson, Treasurer.....	Pittsburg, Pa.

(No. 89.)

PLYMOUTH.

OFFICE PHILA., GERMANTOWN & NORRISTOWN R. R. Co.,
Philadelphia, November 30, 1869.

Gen. J. F. HARTRANFT,

Auditor General:

DEAR SIR:—With this we forward return of this company, as required by your letter of September 30, 1869.

The Plymouth railroad is not yet completed, but we believe it will be finished early next summer. The receipts for business on that road are included in the amount of receipts by this company. That is, the small amount thus far received over the finished portion of the Plymouth railroad. When the Plymouth railroad is completed a return will be forwarded to you, setting forth all the facts and figures in reference thereto, which are required.

Yours, very respectfully,

A. E. DOUGHERTY,

Sec. P. G. & N. R. R. Co., and Sec. Plymouth R. R. Co.

(No. 90.)

PORT KENNEDY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and S. Bradford, treasurer, of the Port Kennedy railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*
 S. BRADFORD, *Treasurer.*

Sworn, affirmed and subscribed before me, }
 this 31st day of January, 1870. }

B. F. HORAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$15,000 00
Amount of stock subscribed	10,550 00
Total amount now paid in of capital stock	10,550 00
Funded debt, as per last report.....	None.
The amount now of funded debt, (classified and date of maturity,) as follows.....	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	None.
Rate per cent. per annum of interest on funded debt,	None.
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock	300
Par value of each share.....	\$50 00
Amount paid in on each share	35 16
Amount of capital on which the respective divi- dends were declared.....	None declared.

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$12,047 63

CHARACTERISTICS OF ROAD.

Length of main line of road, from Port Kennedy to Lime Quarries	— miles.
Length of road laid	$1\frac{2}{10}$ “
Length of sidings	$\frac{3}{10}$ “
Gauge of road	4 feet $8\frac{1}{2}$ in.
Weight of rail per yard on main track	56 pounds.
Branch roads owned by the company, and their length	None.

Worked by Philadelphia and Reading railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. Pratt M'Kean	Philadelphia.
A. E. Borie	Philadelphia.
R. B. Cabeen	Philadelphia.
J. B. Lippincott	Philadelphia.
John Ashhurst	Philadelphia.
Jas. Boyd	Norristown.
Franklin B. Gowen, President	Philadelphia.
William H. Webb, Secretary	Philadelphia.
Sam'l Bradford, Treasurer	Philadelphia.
G. A. Nicolls, Superintendent	Reading.

(No. 91.)

READING AND COLUMBIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and J. B. White, treasurer, of the Reading and Columbia railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*

J. B. WHITE, *Treasurer.*

Sworn and subscribed before me, this }
 23d day of November, 1869. }

B. F. HORAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$600,000 00
Amount of stock subscribed	512,400 00
Amount paid in as by last report.....	505,848 09
Total amount now paid in of capital stock.....	506,848 09
Funded debt, as per last report.....	1,000,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, March 1, 1882,).....	\$650,000 00
2d mortgage bonds, (date of maturity, June 1, 1884,).....	350,000 00
	<hr/> 1,000,000 00
Floating debt, as by last report	919,749 47
The amount now of floating debt	952,859 36
Total amount now of floating and funded debt...	1,952,859 36
Rate per cent. per annum of interest on funded debt:	
1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends.....	
	No dividends.
Number of shares of stock.....	10,108

Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	No dividends.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,913,983 13	\$1,925,563 96
Equipment	220,633 46	220,583 46
Total cost	<u>2,134,616 59</u>	<u>2,146,147 42</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Columbia to Sinking Springs	40 miles.
From Sinking Springs to Reading use track of Lebanon Valley railroad	6 "
Length of road laid	40 "
Length of double track of road	None.
Length of sidings, (main line, $3\frac{1}{10}$ miles; Lancaster branch, 1 mile,) total	$4\frac{1}{10}$ miles.
Gauge of road	4 feet $8\frac{1}{2}$ in.
Weight of rail per yard on main track	54 and 56 lbs.
Branch roads owned by the company, and their length, viz: Lancaster branch	8 miles.
Roads worked or leased by the company	None.
Number of engine houses and shops	2
Number of engines	8
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$4,389 31,) ...	7
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$2,500,) ...	1
Number of freight cars, (rated as eight wheel cars,) ...	37
Number of coal cars, (rated as eight wheel cars,) ...	None.
Number of iron bridges	None.
Number of wooden bridges	8
Number of stone bridges	27
Number of railroads crossed	3

Number of stations.....	25
Number of wood and water stations.....	5
Value of real estate held by the company, exclusive of road way.....	\$61,583 22
Number of tunnels.....	None.
How is track laid, and on what foundation? On cross-ties, with principally stone ballast.	

DONIGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	72,653
Number of miles run by freight and coal trains...	99,382
Number of through passengers for the year on main road.....	11,552
Number of passengers (all classes) carried in cars,	121,818
Number of tons of 2,000 lbs. of through freight for the year on main road.....	123,949
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	222,012
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour.)....	17½
Average rate of speed adopted by express trains, including stops.....	20
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines, including fuel and water.....	58,533 lbs.
Weight of freight engines, including fuel and water,	70,006 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	7,133	June, 1869.....	12,642
December, 1868.....	8,145½	July, 1869.....	20,339½
January, 1869.....	6,698	August, 1869.....	14,985
February, 1869.....	6,637	September, 1869.....	9,443½
March, 1869.....	7,920½	October, 1869.....	9,152
April, 1869.....	8,079½		
May, 1869.....	10,642½	Total.....	121,818

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	111,670	Agricultural products.....	10,263
Bituminous coal	243	Merchandise and manufactures,	9,061
Pig iron.....	15,402	Live stock.....	1,014
Other iron or castings.....	1,924	Lumber	13,589
Iron and other ores	49,764		
Lime and limestone.....	9,082	Total.....	<u><u>222,012</u></u>

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3 cents.
For first class way passengers.....	3½ “
For second class through passengers.....	None.
For second class way passengers	<u><u>None.</u></u>

The rate per ton (of 2,000 lbs.) per mile charged for freight :

For through freight.....	3 $\frac{5}{10}$ cents.
For through coal	1 $\frac{8}{10}$ “
For local freight.....	<u><u>5 $\frac{7}{10}$ “</u></u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings,	\$40,619 47
Taxes on real estate	147 69
Total.....	<u><u>40,767 16</u></u>

Repairs of machinery :

Repairs of engines and tenders, passenger, baggage and freight cars	\$20,919 49
Repairs of tools and machinery in shops.....	127 45
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	3,235 50
Total.....	<u><u>24,282 44</u></u>

Operating the road:

Office expenses, stationery, &c.....	2,966 23
Agents and clerks, labor—loading and unloading freight, porters, watchmen and switch tenders, and wood and water station attendance.....	10,358 37
Conductors, baggage masters and brakemen, en- gineers and firemen, fuel and cost of preparing for use, oil and waste for engines and tenders, passenger, baggage and freight cars.....	53,374 77
Loss and damage of goods and baggage, property, &c	10 07
Use of freight cars	2,731 65
General superintendence	10,600 78
Contingencies.....	1,674 13
Total.....	81,716 00

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$1,000 00
From other sources	33,109 89
Total.....	34,109 89

RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail.	Miscella- neous.	Total.
November, 1868.....	\$4,353 60	\$10,124 93	\$118 73	\$148 61	\$14,745 87
December, 1868.....	4,326 54	9,437 35	118 73	133 34	14,015 96
January, 1869	3,925 59	8,069 47	118 73	124 29	12,238 08
February, 1869	3,832 43	7,933 27	118 72	126 31	12,010 73
March, 1869	4,562 78	12,666 26	118 73	108 21	17,455 98
April, 1869	4,800 61	13,151 56	118 72	79 34	18,150 23
May, 1869	5,478 76	9,956 39	118 73	107 43	15,661 31
June, 1869	5,635 33	10,554 92	118 72	89 04	16,398 01
July, 1869	8,011 47	12,195 36	118 72	103 01	20,428 56
August, 1869.....	6,715 63	15,219 53	118 73	93 01	22,146 90
September, 1869.....	5,206 77	15,702 54	118 72	97 51	21,125 54
October, 1869.....	4,911 04	18,306 74	118 73	85 51	23,422 02
Total.....	61,760 55	143,318 32	1,424 71	1,295 61	207,799 19

Summary of payments :

For construction and equipment.....	\$11,530 83
For maintaining and operating the road	146,765 60
For interest	70,550 00
For State tax on gross receipts.....	1,420 76
For State tax on capital stock and tonnage.....	2,153 76
For United States tax.....	1,579 60
Total.....	<u>234,000 55</u>

Cost of transportation :

What express companies run on your road, and on what terms ?
Howard's express. On through goods, regular first class rates. On
way goods, $1\frac{1}{4}$ regular first class rates. Pay fare of express men.

What transportation or freight companies run on your road, and
on what terms ? None.

ACCIDENTS.

INJURED—employees 4

*The following is a statement of the date of each accident, the place where
it occurred, the train, the cause and extent of the injuries inflicted upon
each person, and the name of such person, as follows :*

Obediah Kelchner, brakeman on freight train, fell between cars,
at Silver Springs, on Dec. 8, 1868, broke left arm in two places.

J. Codwell, brakeman on freight train, broke his nose, at Welt-
zeltown, on April 15, 1869, while roping in cars.

J. Schlott, brakeman on freight train, got his fingers mashed
slightly while coupling cars, at Columbia, April 7, 1869.

J. Schlott, brakeman on freight train, got foot mashed while
coupling cars, at Bruckart's station, May 7, 1869 ; four of his toes
amputated same day.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. P. M'Kean.....	Philadelphia.
A. E. Borie	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
John Ashhurst	Philadelphia.
W. G. Case.....	Columbia.
George Bogle	Columbia.
T. Baumgardner.....	Lancaster.
G. A. Nicolls.....	Reading.
Frederick Lauer.....	Reading.
S. Small.....	York.
John Tucker.....	Philadelphia
Franklin B. Gowen, President	Philadelphia.
J. B. White, Secretary and Treasurer.....	Columbia.
Geo. F. Gage, Superintendent.....	Columbia.

(No. 92.)

SCHUYLKILL AND SUSQUEHANNA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and Samuel Bradford, treasurer, of the Schuylkill and Susquehanna railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*
 S. BRADFORD, *Treasurer.*

Sworn and subscribed before me, this }
 11th day of December, 1869. }

B. F. HORAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,600,000 00
Amount of stock subscribed	1,269,150 00
Amount paid in as by last report.....	1,269,150 00
Total amount now paid in of capital stock.....	1,269,150 00
Funded debt, as per last report.....	97,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, May 1, 1866,)	97,000 00
Floating debt, as by last report	148,577 87
The amount now of floating debt	106,120 36
Total amount now of floating and funded debt....	203,120 36
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock.....	25,383
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared.....	<u>None declared</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	<u>\$1,299,845 54</u>	<u>\$1,300,701 76</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Auburn to Rockville.....	54 miles.
Length of main line of road in Pennsylvania.....	54 “
Length of road laid.....	54 “
Length of double track of road.....	None.
Length of sidings.....	7 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	45, 60 & 64 lbs.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	4
Number of engines.....	7
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$2,500,).....	2
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,800,).....	2
Number of freight cars, rated as eight wheel cars, (average cost of each, \$550,).....	21
Number of coal cars, rated as eight wheel cars, (average cost of each, \$500,).....	67
Number of iron bridges.....	2
Number of wooden bridges.....	5
Number of stone bridges.....	2
Number of stations on main road.....	18
Number of wood and water stations on main road: 8 water, 2 wood.	
Number of tunnels.....	None.
How is track laid, and on what foundation? Graded surface; broken stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	78,715
Number of miles run by freight trains.....	47,885
Number of miles run by coal trains.....	28,470
Number of through passengers for the year on main road.....	2,454½
Number of passengers (all classes) carried in cars,	78,259
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	409,378
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	25
Average rate of speed adopted by freight trains, including stops	10
Weight of first class passenger engines.....	20 tons.
Weight of freight engines	31 “

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868	5,484½	June, 1869	5,940½
December, 1868.....	5,948½	July, 1869.....	5,679½
January, 1869.....	5,709½	August, 1869.....	8,897½
February, 1869.....	5,301½	September, 1869	8,393½
March, 1869.....	7,062½	October, 1869	7,352½
April, 1869.....	5,861½		
May, 1869.....	6,628½	Total.....	<u>78,259</u>

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	325,579
Lumber	16,449
Other articles	67,350
Total.....	<u>409,378</u>

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers	3 cents.
For first class way passengers	3 “

EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings	\$62,525 35		
Taxes on real estate	1,091 88		
Total	63,617 23		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$10,168 77	\$5,042 28	\$5,126 49
Repairs of passenger and baggage cars	161 86	161 86	
Repairs of freight cars	7,132 77		7,132 77
Repairs of tools and machinery in shops	1,039 34	520 60	518 74
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.	2,984 00	746 20	2,237 80
Total	21,506 74	6,470 94	15,035 80
OPERATING THE ROAD.			
Office expenses, stationery, &c.	\$953 62	\$653 19	\$290 43
Agents and clerks	5,160 18	1,290 04	3,870 14
Labor—loading and unloading freight	647 20		647 20
Porters, watchmen and switch tenders	1,004 08	251 02	753 06
Wood and water station attendance	238 50		288 50
Conductors, baggage masters and brakemen	8,414 91	3,283 07	5,131 84
Engineers and firemen	7,991 80	3,403 27	4,588 53
Fuel and cost of preparing for use	18,257 49	4,564 37	13,693 12
Oil and waste for engines and tenders, passenger, baggage and freight cars	1,877 74	469 43	1,408 31
Loss and damage of goods and baggage	10 56		10 56
Use of freight cars	5,439 80	1,632 80	3,806 80
General superintendence	2,500 00	625 00	1,875 00
Contingencies	391 08		391 08
Total	52,996 46	16,181 89	36,814 57

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	None.
From sale of bonds	None.
From other sources	None.

RECEIPTS.

Months.	Passengers.	Freight on merchan'ze.	Mail.	Freight on coal.	Miscella- neous.	Total.
Nov., 1868...	\$2,546 78	\$5,113 96	.....	\$8,454 83	\$131 85	\$16,247 42
Dec., 1868...	2,646 91	3,568 82	\$147 50	4,937 87	126 53	11,427 68
Jan., 1869....	2,286 92	5,221 97	147 50	2,654 56	140 69	10,451 64
Feb., 1869....	2,174 85	4,789 70	147 50	3,368 71	119 42	10,600 18
Mar., 1869...	2,931 00	4,427 48	147 50	4,230 47	74 27	11,810 72
Apr., 1869...	2,645 98	4,215 70	147 50	7,301 30	108 16	14,418 64
May, 1869...	2,518 35	5,418 46	147 50	2,125 11	299 19	10,508 61
June, 1869...	2,905 60	4,796 08	147 50	2,344 08	140 00	10,333 26
July, 1869...	2,795 01	4,431 73	147 50	8,539 64	123 90	16,037 78
Aug., 1869...	4,528 19	5,286 32	147 50	12,068 94	172 05	22,203 00
Sept., 1869...	3,719 13	5,705 83	147 50	9,379 31	173 66	19,125 43
Oct., 1869....	2,966 63	5,366 42	147 50	10,669 46	179 24	19,329 25
Total.....	34,665 35	58,342 47	1,622 50	76,074 28	1,789 01	172,493 61

Summary of payments :

For maintaining and operating the road	\$137,028 55
For miscellaneous	4,358 50
For State tax on capital stock, tonnage and gross receipts.....	2,784 22
For United States tax on gross receipts	930 19
Total.....	<u>145,101 46</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. Pratt M'Kean.....	Philadelphia.
A. E. Borie.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
John Ashhurst.....	Philadelphia.
Stephen Colwell.....	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
Wm. H. Webb, Secretary.....	Philadelphia.
S. Bradford, Treasurer.....	Philadelphia.
G. A. Nicolls, General Superintendent.....	Reading.
Charles E. Byers, Chief Engineer..	Pottstown.
T. H. Wilson, Superintendent.....	Pinegrove.

(No. 93.)

SCHUYLKILL VALLEY NAVIGATION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John Tucker, president, and Peter C. Hollis, treasurer, of the Schuylkill Valley navigation and railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOHN TUCKER, *President.*
P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this }
7th day of January, 1870. }

JOHN WHITE, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$576,050 00
Amount of stock subscribed	576,050 00
Amount paid in as by last report.....	576,050 00
Total amount now paid in of capital stock	576,050 00
Funded debt, as per last report	None.
The amount now of funded debt	None.
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt ...	None.
Date and rate per cent. per annum of dividend or dividends: January, 1869, 5 per cent.; July, 1869, 5 per cent.	
Number of shares of stock	11,521
Par value of each share.....	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective divi- dends were declared	576,050 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$576,840 94	\$576,840 94

CHARACTERISTICS OF ROAD.

Length of main line of road, from Port Carbon to Reevesdale	11 miles.
Length of road laid	11 "
Length of double track of road	5 $\frac{23}{100}$ "
Length of sidings	3 $\frac{3}{10}$ "
Gauge of road	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	60 and 64 lbs.
Branch roads owned by the company, and their length, viz: Length of branches	12 $\frac{8}{10}$ miles.

This road is permanently leased to the Philadelphia and Reading railroad company, and is worked as a branch of their main road. The income of this company is exclusively derived from said lease, which yields dividends of 5 per cent. per annum.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Chas. E. Smith	Philadelphia.
Chas. B. Cabeen	Philadelphhia.
George F. Tyler	Philadelphia.
A. E. Borie	Philadelphia.
H. P. M'Kean	Philadelphia.
A. Hewson, M. D.	Philadelphia.
John Tucker, President.	Philadelphia.
P. C. Hollis, Secretary and Treasurer.	Philadelphia.

(No. 94.)

SHAMOKIN AND TREVORTON.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss:

Personally appeared Franklin B. Gowen, president, and Richard Coe, treasurer, of the Shamokin and Trevorton railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*
 RICHARD COE, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of December, 1869. }

B. F. HORAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$150,000 00
Amount of stock subscribed	150,000 00
Amount paid in as by last report.....	None.
Total amount now paid in of capital stock.....	150,000 00
Funded debt, as per last report	Nothing.
The amount now of funded debt	Nothing.
Floating debt, as by last report.....	Nothing.
The amount now of floating debt	67,331 50
Total amount now of floating and funded debt...	67,331 50
Number of shares of stock	3,000
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	None declared.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	None.	\$195,868 66

Equipped by Philadelphia and Reading railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Shamokin, Pa., to Trevorton, Pa	$6\frac{8}{10}$ miles.
Length of main line of road in Pennsylvania.....	$6\frac{8}{10}$ “
Length of road laid, including sidings and branches,	$10\frac{4}{10}$ “
Length of double track of road	None.
Length of sidings.....	$1\frac{2}{10}$ “
Gauge of road	4 ft. $8\frac{1}{2}$ in.
Weight per yard of rail on main track	64 pounds.
Branch roads owned by the company, and their length, viz: Carbon run.....	$2\frac{4}{10}$ miles.
Number of wooden bridges, (total length in feet, 240,)	2
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road	1
Number of wood and water stations on main road,	2
How is track laid and on what foundation? Wood and iron splice joints, cross-ties on coal dust ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

This road is worked by the Philadelphia and Reading railroad company, and will be included in its return.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. E. Borie	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
John Ashhurst	Philadelphia.
S. Colwell.....	Philadelphia.
Jno. Tucker	Philadelphia.
Franklin B. Gowen, President	Philadelphia.
Richard Coe, Secretary	Philadelphia.
Richard Coe, Treasurer.....	Philadelphia.
G. A. Nicolls, General Superintendent.....	Reading.

(No. 95.)

SHAMOKIN VALLEY AND POTTSVILLE.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss:

Personally appeared James S. Biddle, president, and George Taber, treasurer, of the Shamokin Valley and Pottsville railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAS. S. BIDDLE, *President.*
 GEORGE TABER, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of November, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,500,000 00
Amount of stock subscribed	869,450 00
Amount paid in as by last report	869,450 00
Total amount now paid in of capital stock	869,450 00
Funded debt, as per last report	700,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1st August, 1872,)	700,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends, February 1 and August 1	6 per cent.
Number of shares of stock	17,839
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	869,450 00

COST OF ROAD AND EQUIPMENT.

	By present report.
Total cost	<u>\$1,569,450 00</u>

CHARACTERISTICS OF ROAD.

Leased to the Northern Central railway company.

Summary of payments :

For dividends, including United States tax.....	\$52,167 00
For interest, including United States tax and State tax.....	<u>46,550 00</u>
Total.....	<u><u>98,717 00</u></u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
E. S. Whelen	Philadelphia.
W. R. Lejee.....	Philadelphia.
Chas. L. Borie.....	Philadelphia.
A. M. Eastwick.....	Philadelphia.
W. C. Houston.....	Philadelphia.
Thos. Robb.....	Burlington, N. J.
Jas. S. Biddle	Philadelphia.
Jas. S. Biddle, President.....	Philadelphia.
George Taber, Secretary and Treasurer ..	Philadelphia.

(No. 96.)

SHAMOKIN VALLEY AND POTTSVILLE.

[Northern Central Railway Company Lessee.]

STATE OF PENNSYLVANIA, }
 Dauphin County, } ss:

Personally appeared J. D. Cameron, president, and J. S. Leib, treasurer, of the Northern Central railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. D. CAMERON, *President.*
 J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1870. }

FR. W. HAAS, *Alderman.*

STOCK AND DEBT.

See report of president and treasurer S. V. and P. R. R. Co.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Sunbury, Pa., to Mt. Carmel, Pa.	28 miles.
Length of main line of road in Pennsylvania	28 "
Length of road laid	28 "
Length of double track of road	None.
Length of sidings	4½ miles.
Gauge of road	4 feet 9 in.
Weight of rail per yard on main track	56 and 64 lbs.
Branch roads owned by the company, and their length	None.
Roads worked or leased by the company	None.
Number of engine houses and shops	2
Number of engines, cars, &c.: Use the engines and cars of the Northern Central railway company.	
Number of wooden bridges	30

Number of stone bridges.....	None.
Number of tunnels	None.
How is track laid and on what foundation? Earth bed and cross-ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	31,375
Number of miles run by freight and coal trains..	144,243
Number of through passengers for the year on main road.....	2,079
Number of passengers (all classes) carried in cars,	46,444
Number of tons of 2,000 lbs. of through freight for the year on main road.....	6,399
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	547,346
Average rate of speed adopted by ordinary pas- senger trains, including stops, (miles per hour,)	18
Average rate of speed adopted by express trains, including stops.....	18
Average rate of speed adopted by freight trains, including stops.....	10

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

None kept.

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal... 525,221	Merchandise.....	2,004
Petroleum..... 118	Manufactures.....	1,530
Pig iron 2,125	Live stock.....	25
Railroad iron..... 303	Lumber.....	5,102
Other iron or castings 317	Other articles.....	1,574
Iron and other ores..... 784		
Lime and limestone 4,301	Total.....	547,346
Agricultural products..... 3,942		

EXPENSES

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.		AMOUNT.		ALLOTTED TO	
				Passenger Transport'n	Freight Transport'n
Repairs or maintenance of way, including buildings.....		\$60,380 74		\$12,076 15	\$48,304 59
Taxes on real estate.....		675 90		135 18	540 72
Total.....		61,056 64		12,211 33	48,845 31
REPAIRS OF MACHINERY.					
Repairs of engines and tenders.....		\$17,489 32		\$3,497 86	\$13,991 46
Repairs of passenger and baggage cars.....		198 38		198 38	
Repairs of freight cars.....		5,998 52			5,998 52
Repairs of tools and machinery in shops.....		215 77		215 77	172 62
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....		11,152 42		2,250 48	8,921 94
Total.....		35,054 41		5,969 87	29,084 54
OPERATING THE ROAD.					
Office expenses, stationery, &c.....		\$6,100 37		\$1,220 07	\$4,880 30
Agents and clerks.....		1,620 00		250 00	1,370 00
Labor—loading and unloading freight.....		2,047 10		409 52	1,637 58
Porters, watchmen and switch tenders.....		1,752 43		350 49	1,401 94
Wood and water station attendance.....		286 80		57 36	229 44
Conductors, baggage masters and brakemen.....		17,710 30		2,283 15	15,427 15
Engineers and firemen.....		11,520 87		1,704 29	9,816 58
Fuel and cost of preparing for use.....		22,290 25		4,458 05	17,832 20
Oil and waste for engines and tenders, passenger, baggage and freight cars.....		3,678 69		735 74	2,942 95
Loss and damage of goods and baggage.....		321 54			321 54
Use of freight cars.....		682 41			682 41
Damage for injury of persons.....		123 09		123 09	
General superintendence.....		2,939 80		488 69	2,451 11
Contingencies.....		13,496 00		2,693 00	10,773 00
Total.....		84,739 65		14,773 45	69,966 20

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	None.
From sale of bonds	None.
From other sources	None.

RECEIPTS, (YEAR ENDING DECEMBER 31, 1869.)

Passengers.....	\$19,793 03
Freight	237,536 36
Mail and express	1,640 00
Miscellaneous	2,347 65
Total.....	<u>261,317 04</u>

Summary of payments:

For maintaining and operating the road	\$180,850 70
For dividends, interest and rent.....	101,167 00
Total.....	<u>282,017 70</u>

ACCIDENTS.

	Killed.
Employees.....	2
Others.....	1
Total.....	<u>3</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

Jacob Peipher, engineer of coal train, was killed at Locust Gap on 8th of May, 1869, by the explosion of boiler of engine No. 57.

Daniel Baldy, fireman of the above engine, was killed at same time and place, and from same cause.

Wm. O'Brien, boy, seven years of age, was sitting on platform of box car at Shamokin, on the 9th of August, 1869, and when train started was jerked off and fell on track, wheels of car passing over and killing him instantly.

NAMES AND RESIDENCE OF OFFICERS.

See report of president and treasurer S. V. and P. R. R. Co.

(No. 97.)

SOUTH MOUNTAIN IRON COMPANY.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss:

Personally appeared Henry D. Moore, president, and A. Boyd, treasurer, of the South Mountain iron company's railroad, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) HENRY D. MOORE, *President.*

A. BOYD, *Treasurer.*

Affirmed and subscribed before me, this }
 29th day of January, 1870. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	None.
Amount of stock subscribed.....	None.
Amount paid in as by last report.....	None.
Total amount now paid in of capital stock	None.
Funded debt, as per last report	None.
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds,(date of maturity, December 1, 1888,).....	\$200,000 00
2d mortgage bonds, (date of maturity, March 1, 1884,)	169,000 00
	<hr/>
	369,000 00
Total amount now of floating and funded debt ...	360,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 2d mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	None.
Par value of each share	None

Amount paid in on each share	None.
Amount of capital on which the respective dividends were declared	None.

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$314,242 73
Equipment	26,282 35
Total cost	<u>340,525 08</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Carlisle to Pine-grove	17.12 miles.
Length of main line of road in Pennsylvania	17.12 "
Length of road laid	17.12 "
Length of sidings	1.25 "
Gauge of road	4 feet 9 in.
Weight of rail per yard on main track	51 pounds.
Number of engine houses and shops: One engine house; no shops.	
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,500,).....	1
Number of baggage, mail and express cars, (rated as eight wheel cars,).....	None.
Number of freight cars, rated as eight wheel cars, (average cost of each, \$700,).....	10
Number of coal cars, rated as eight wheel cars ...	None.
Number of iron bridges	None.

NOTE.—The railroad has no capital stock, the South Mountain iron company having authority, under a supplement to their charter, to build a railroad by the issue of bonds.

Number of wooden bridges, (total length in feet, 100,)	1
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road	4
Number of wood and water stations on main road,	2

Value of real estate held by the company, exclusive of road way	None.
Number of tunnels	None.
How is track laid, and on what foundation? On cross-ties and stone ballast, with splice joint fast- enings.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Operations commenced January 1, 1870.

NAMES AND RESIDENCE OF OFFICERS.

Officers.	Post office address.
Henry D. Moore, President.....	Philadelphia, Pa.
A. Boyd, Treasurer.....	Philadelphia, Pa.
F. C. Arms, General Superintendent.....	Carlisle, Pa.

(No. 98.)

SOUTH PENNSYLVANIA.

OFFICE SOUTH PENNSYLVANIA R. R. Co.,
Harrisburg, Pa., October 5, 1869.

SIR:—Your circular letter of the 30th ult. is received, together with a blank printed form for reply.

So few of the answers to queries contained in the printed form apply to this corporation that it will simplify my reply to make it in the form of a letter.

The South Pennsylvania railroad connects at Marysville, Perry county, at the mouth of Fishing creek, with the Pennsylvania and Northern Central railroads, and is intended to connect, by a bridge, with the Reading system of railroads on the opposite side of the Susquehanna, in Dauphin county, thus securing the best ultimate connection with New York, Philadelphia and Baltimore. It proceeds west through Perry, Juniata, Fulton, Bedford, Somerset and Westmoreland counties, (a mineral and agricultural region the whole way,) in which latter county, somewhere near West Newton, it is intended to be connected with the Pittsburg and Connellsville railroad. It will have a branch in Bedford county, connecting it with the Broad Top coal fields in the most favorable manner, materially (about thirty miles) lessening the distance by rail from market of those valuable measures.

The whole length of the road will somewhat exceed two hundred miles, and the rail distance from Harrisburg to Pittsburg will be appreciably diminished by its construction.

That construction, however, may scarcely be said to have been commenced, though the road has been chartered for several years.

Something over two hundred thousand dollars have been subscribed to it, of which about twenty-five thousand have been paid in, which sum has been expended in surveys, in the partial grading of about three miles of road near Shermansdale, Perry county, and in other incidental expenses.

There is, however, at this moment, a strong effort being made by the citizens living along its line to raise enough money to con-

struct about twenty-five miles at the eastern end and a similar section in Bedford county, this last forming connections with the Huntingdon and Broad Top and the Pittsburg and Connellsville railroads.

These sections will cost, together, something over five hundred thousand dollars. The whole work, when completed, is estimated to cost about ten millions.

The company is chartered under the act of the 19th February, 1849, (regulating railroads,) and is required to have twenty-five miles of road completed on or before the 31st of March, 1874, or forfeit its charter.

The names of the officers and the acting directors are as follows: President, James Worrall, Harrisburg; Secretary and Treasurer, F. J. Grotevent, Reading; Directors, Geo. Hench, Centre; John Stambaugh, Landisburg; James Galbraith, Landisburg; George Johnson, New Germantown; A. B. Anderson, Andersonburg, Perry county.

I am, sir, very respectfully,

Your obedient servant,

JAMES WORRALL, *President.*

Gen. J. F. HARTRANFT,

Auditor General Penna., Harrisburg.

(No. 99.)

SOUTHWARK.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared Isaac Hinkley, president, and Alfred Horner, treasurer, of the Southwark railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) ISAAC HINKLEY, *President.*

A. HORNER, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of January, 1870. }

GEO. PATCHEL, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$200,000 00
Amount of stock subscribed	200,000 00
Amount paid in as by last report	58,468 00
Total amount now paid in of capital stock	58,468 00
Date and rate per cent. per annum of dividend or dividends: February and August, each	3 per cent.
Number of shares of stock	4,000
Par value of each share	\$50 00
Amount paid in on each share: \$14 on 3,383 shares, \$47,362; \$18 on 617 shares, \$11,106	58,468 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from South and Broad streets to Catharine street	2.12 miles.
Length of main line of road in Pennsylvania	2.12 "
Length of road laid	2.12 "
Length of double track of road	2.12 "
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track	52 to 56 lbs.

EXPENSES.

Expenses and earnings included in the returns of the Philadelphia, Wilmington and Baltimore railroad company, the lessee of the Southwark railroad.

Summary of payments:

For dividends, including United States tax.....	\$3,508 08
For State tax on capital stock and tonnage, paid and charged to expenses P., W. and B. R.	175 40
For United States tax, included in dividends	175 40

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia.
Samuel M. Felton.....	Thurlows, Pa.
Rob. J. Mercer.....	Philadelphia.
Alfred Horner.....	Philadelphia.
Jos. Huddell.....	Philadelphia.
Nicholas P. Trist.....	Philadelphia.
Henry F. Kenney.....	Philadelphia.
Isaac Hinckley, President.....	Philadelphia.
A. Horner, Secretary and Treasurer.....	Philadelphia.
H. F. Kenney, Superintendent.....	Philadelphia.

(No. 100.)

SULLIVAN AND ERIE.

OFFICE SULLIVAN AND ERIE COAL AND R. R. Co., }
 Towanda, Pa., Jan. 3, 1870. }

HON. JOHN F. HARTRANFT,

Auditor General:

DEAR SIR:—In reply to your circular calling for a report from this company, I would respectfully state that our road is located from Monroe, in Bradford county, to the coal mines in Sullivan county, a distance of about twenty-two miles. The work is progressing favorably, the road-bed having been graded the entire length, and seven miles of iron laid, but no business has yet been done on the road.

Yours respectfully,

CHARLES MERCUR, *Secretary.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles F. Wells.....	Athens, Pa.
Ulysses Mercur.....	Towanda, Pa.
George D. Jackson.....	Dushore, Pa.
Michael Meylert.....	Laporte, Pa.
M. C. Mercur, President.....	Towanda, Pa.
Charles Mercur, Secretary.....	Towanda, Pa.

(No. 101.)

SUMMIT BRANCH.

STATE OF PENNSYLVANIA, }
Dauphin County, } ss:

Personally appeared J. N. DuBarry, president, and Wm. B Fowle, treasurer, of the Summit Branch railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. N. DuBARRY, *President.*
 WM. B. FOWLE, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of December, 1869. }

S. H. ALLEMAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,750,000 00
Amount of stock subscribed	2,502,250 00
Amount paid in as by last report	2,500,000 00
Total amount now paid in of capital stock	2,502,250 00
Funded debt, as per last report	528,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1870,)	\$273,000 00
1st mortgage bonds, (date of maturity, July 1, 1875,)	228,000 00
	501,000 00
Floating debt, as by last report	22,823 97
The amount now of floating debt	None.
Total amount now of floating and funded debt....	501,000 00
Rate per cent. per annum of interest on funded debt,	
1st mortgage	6 per cent.

Date and rate per cent. per annum of dividend or dividends: 5 per cent., January 20, 1869; 3 per cent., August 20, 1869; coal and railroad.	
Number of shares of stock: 55,000, (4,955 shares not issued,)	50,045
Par value of each share	\$50 00
Amount paid in on each share	50 60
Amount of capital on which the respective dividends were declared	<u><u>2,502,250 00</u></u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, including Lykens Valley railroad, leased,	\$988,902 37	\$988,902 37
Total cost	<u><u>988,902 37</u></u>	<u><u>988,902 37</u></u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Millersburg to Williamstown	21 miles.
Length of main line of road in Pennsylvania....	21 "
Length of road laid	21 "
Length of double track of road, about	3 "
Length of sidings, about	5½ "
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	50 and 56 lbs.
Branch roads owned by the company, and their length, viz	½ mile.
Roads worked or leased by the company, viz: The Lykens Valley railroad.	
Number of engine houses and shops	5
Number of engines	5
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$1,000,).....	1
Number of baggage, mail and express cars, rated as four wheel cars, (average cost of each, \$350,)..	1
Number of freight cars, rated as eight wheel cars, (average cost of each, \$550,).....	2

Number of coal cars	None.
Number of iron bridges, (total length in feet, 67,)..	1
Number of wooden bridges, (total length in feet,) ..	3
Number of stone bridges	None.
One iron bridge, 70.	
Number of railroads crossed.....	1
Number of stations on main road	4
Number of wood and water stations on main road, ..	4
Value of real estate held by the company, exclu- sive of road way	Cannot say.
Number of tunnels	None.
How is track laid, and on what foundation? Cross- ties and broken stone.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	4,350
Number of miles run by freight trains	No acct kept.
Number of miles run by coal trains	No acct. kept.
Number of through passengers for the year on main road.....	4,859
Number of passengers (all classes) carried in cars..	9,803
Number of tons of 2,000 lbs. of through freight for the year on main road	439,490
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	439,690
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	15
Average rate of speed adopted by express trains, including stops.....	None.
Average rate of speed adopted by freight trains, including stops.....	8
Weight of first class passenger engines.....	None.
Weight of freight engines	25 to 35 tons.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868	567	June, 1869	682
December, 1868	715	July, 1869	676
January, 1869	608	August, 1869	1,540
February, 1869	588	September, 1869	1,091
March, 1869	730	October, 1869	900
April, 1869	911		
May, 1869	795	Total	<u>9,803</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal	432,484
Bituminous coal, petroleum, pig iron, railroad iron, other iron or castings, iron and other ores, lime and limestone, agricultural products, merchan- dize, manufactures, live stock, lumber	No acct. kept.
Other articles	<u>7,206</u>
Total	<u>439,690</u>

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	4 cents.
For first class way passengers	4 "
For second class through passengers	4 "
For second class way passengers	<u>4 "</u>

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight	5 cents.
For through coal	3 ² / ₁₀ "
For local freight	6 "
For local coal	<u>6 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings	\$54,218 66
Taxes on real estate	<u>1,988 77</u>
Total	<u>56,207 43</u>

Repairs of machinery:

Repairs of engines and tenders	\$3,396 92
Repairs of passenger and baggage cars.....	1,520 16
Repairs of tools and machinery in shops.....	1,162 99
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	3,675 84
Total.....	<u>9,755 91</u>

Operating the road:

Office expenses, stationery, &c	\$954 26
Agents and clerks	2,760 40
Porters, watchmen, switch tenders	3,100 00
Conductors, baggage masters and brakemen	6,507 22
Engineers and firemen	10,044 36
Fuel and cost of preparing for use	6,069 33
Oil and waste for engines and tenders, passenger, baggage and freight cars	1,475 44
General superintendence	3,000 00
Total	<u>33,911 01</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders, sale of bonds and other sources, None.

RECEIPTS.

Months.	Passeng'rs.	Freight.	Miscella- neous.	Total.
November, 1868	\$263 00	\$23,417 88	\$306 40	\$23,987 28
December, 1868	409 45	8,955 45	537 30	9,902 20
January, 1869	276 55	5,955 86	628 35	6,860 76
February, 1869	298 85	6,979 71	1,116 45	8,395 01
March, 1869	379 38	18,603 97	121 82	19,105 17
April, 1869	279 20	21,273 78	947 28	22,500 24
May, 1869	355 35	14,113 12	919 67	15,418 14
June, 1869	309 75	20,350 87	738 22	21,398 84
July, 1869	304 45	28,972 23	327 18	29,603 86
August, 1869	674 15	29,198 14	355 46	30,227 75
September, 1869 ..	484 65	25,254 27	348 98	26,087 90
October, 1869	423 30	18,912 92	326 55	19,662 77
Total	<u>4,488 08</u>	<u>226,988 18</u>	<u>6,673 66</u>	<u>233,149 92</u>

Summary of payments :

For construction and equipment, and maintaining and operating the road.....	\$99,874 35
For dividends	36,021 20
For interest.....	18,600 00
For miscellaneous	5,879 30
For surplus funds.....	62,500 00
For State tax on capital stock and tonnage.....	12,332 20
For United States tax.....	2,942 87
 Total.....	 238,149 92
 Amount of surplus fund.....	 None.

Cost of transportation :

Cost per passenger per mile, proximate average... No acct. kept.
 Cost per ton freight per mile, proximate average .. No acct. kept.

What express companies run on your road, and on what terms?
 None.

What transportation or freight companies run on your road, and
 on what terms? None.

ACCIDENTS.

EMPLOYEES—Injured 1
 =

*The following is a statement of the date of each accident, the place where
 it occurred, the train, the cause and extent of the injuries inflicted upon
 each person, and the name of such person, as follows :*

July 20, 1869. Joseph Keene, brakeman, fell from car at Mil-
 lersburg, Pa.; broke leg.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Wistar Morris.....	Philadelphia.
E. C. Biddle.....	Philadelphia.
Geo. P. Sanger.....	Boston.
H. J. Lombaert.....	Philadelphia.
J. D. Cameron.....	Harrisburg.
J. N. DuBarry.....	Harrisburg.
J. N. DuBarry, President.....	Harrisburg, Pa.
Wm. B. Fowle, Sec., Treas. and Gen. Man.....	Boston, Mass.
Warren E. Ray, Superintendent.....	Lykens, Pa.

(No. 102.)

TIOGA.

STATE OF NEW YORK, }
Steuben County, } ss:

Personally appeared F. N. Drake, president, and A. C. Stearns, treasurer, of the Tioga railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) F. N. DRAKE, *President.*

A. C. STEARNS, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of November, 1869. }

Q. W. WELLINGTON, *N. P.*

STOCK AND DEBT.

Capital stock as originally authorized by law, (with right to increase to \$1,000,000,).....	\$125,000 00
Amount of stock subscribed	124,950 00
Amount paid in as by last report.....	576,400 00
Total amount now paid in of capital stock	580,900 00
Funded debt, as per last report.....	250,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, May 1, 1872,)	246,000 00
2d mortgage bonds	None.
3d mortgage bonds	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	246,000 00
Rate per cent. per annum of interest on funded debt,	
1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends	None paid.
Number of shares of stock	11,618

Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	No dividend paid.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$832,601 62	\$843,401 62
Equipment	285,827 00	330,543 58
Total cost	<u>1,118,428 62</u>	<u>1,173,945 20</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from State line, near Lawrenceville, to Morris Run	30 $\frac{6}{10}$ miles.
Length of main line of road in Pennsylvania	30 $\frac{6}{10}$ "
Length of road laid	30 $\frac{6}{10}$ "
Length of double track of road	None.
Length of sidings	6 $\frac{1}{10}$ miles.
Gauge of road	6 feet.
Weight of rail per yard on main track	57 and 64 lbs.
Branch roads owned by the company, and their length	None.
Roads worked or leased by the company, viz: Blossburg to Arnot, 4 miles. (This is the railroad of the "Bloss coal mining and railroad company," and is leased to and operated by the Tioga railroad company. The receipts and expenses, as contained in this report, include this branch railroad.)	
Number of engine houses and shops	4
Number of engines	11
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$1,802 16,) ...	4
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,200 00,) ...	1
Number of freight cars, rated as eight wheel cars, (average cost of each, \$535 53,)	34

Number of coal cars, rated as eight wheel cars, (average cost of each, \$511 96,).....	317
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 494,)	14
Number of stone bridges	None.
Number of railroads crossed.....	None.
Number of stations on main road	12
Number of wood and water stations on main road,	5
Value of real estate held by the company, exclu- sive of road way	\$24,908 13
Number of tunnels	None.
How is track laid, and on what foundation? On oak, chestnut and hemlock ties, wrought iron chairs, gravel and loam.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by mixed trains.....	176,432
(No separate trains for passengers—freight and passenger cars run together.)	
Number of through passengers for the year on main road	5,324½
Number of passengers (all classes) carried in cars,	82,580
Number of tons of 2,000 lbs. of through freight for the year on main road.....	703,627
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	730,483
Average rate of speed adopted by ordinary mixed passenger trains, including stops, (miles per hour,)	13
Average rate of speed adopted by express trains, including stops	None.
Average rate of speed adopted by coal trains, in- cluding stops.....	10
Weight of first class passenger engines	25 tons.
Weight of freight engines	30 “

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	6,868½	June, 1869.....	7,603½
December, 1868.....	6,867½	July, 1869.....	8,151
January, 1869.....	5,261	August, 1869.....	6,898
February, 1869.....	5,854	September, 1869.....	8,697½
March, 1869.....	6,204	October, 1869.....	7,293½
April, 1869.....	6,703½		
May, 1869.....	6,178	Total.....	82,580

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	42	Agricultural products.....	2,921
Bituminous coal.....	702,858	Merchandise.....	4,973
Petroleum.....	None.	Manufactures.....	574
Pig iron.....	324	Live stock.....	None.
Railroad iron.....	172	Lumber.....	17,438
Other iron or castings.....	64	Other articles.....	None.
Iron and other ores.....	7		
Lime and limestone.....	1,110	Total.....	730,483

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	3½ cents.
For first class way passengers.....	3½ “
For second class through passengers.....	3½ “
For second class way passengers	3½ “

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight.....	8 cents.
For through coal, (Morris Run to Lawrenceville,)..	2½ “
Special rate to Corning: 1½ cents per ton per mile, in quantities of 100,000 tons.)	
For local freight.....	10 “
For local coal	5 “

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings.....	\$76,293 90
Taxes on real estate.....	304 98
Total.....	76,598 88

Repairs of machinery:

Repairs of engines and tenders	\$15,319 88
Repairs of passenger and baggage cars.....	472 28
Repairs of freight cars.....	19,048 00
Repairs of tools and machinery in shops.....	3,907 37
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	4,446 18
Total	<u>43,193 71</u>

Operating the road:

Office expenses, stationery, &c.....	\$524 73
Agents and clerks	3,601 27
Labor—loading and unloading freight	Nothing.
Porters, watchmen and switch tenders	Nothing.
Operating company's telegraph line	859 64
Wood and water station attendance	Nothing.
Conductors, baggage masters and brakemen.....	16,944 85
Engineers and firemen.....	15,963 79
Fuel and cost of preparing for use	9,380 53
Oil and waste for engines and tenders, passenger, baggage and freight cars	6,297 61
Loss and damage of goods and baggage	67 46
Use of freight cars	497 75
Shoveling snow	Nothing.
Damage for injury of persons.....	Nothing.
Damage to property, including damage by fire and cattle on killed on road	35 00
General superintendence	9,733 32
Contingencies	7,157 78
Total.....	<u>71,063 73</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

Nothing.

RECEIPTS.

Months.	Passengers.	Freight.	Use of cars.	Miscellaneous.	Total.
November, 1868....	\$1,593 71	\$24,097 20	\$7,482 88	.....	\$33,173 79
December, 1868....	1,709 07	10,399 05	2,375 87	\$267 33	14,751 32
January, 1869.....	1,302 32	5,044 58	906 34	.....	7,253 24
February, 1869.....	1,332 20	5,626 34	1,017 50	.....	7,976 04
March, 1869.....	1,521 96	6,457 45	1,218 41	259 00	9,456 82
April, 1869.....	1,608 68	14,544 35	4,573 29	.....	20,726 32
May, 1869.....	1,516 82	32,799 42	11,156 25	.....	45,472 49
June, 1869.....	1,886 30	36,657 13	12,040 15	277 25	50,860 83
July, 1869.....	2,048 87	37,747 24	12,508 56	.....	52,304 67
August, 1869.....	1,758 83	38,259 42	13,016 09	.....	53,034 34
September, 1869...	2,263 87	37,194 72	12,742 90	285 50	52,486 99
October, 1869.....	1,737 60	34,340 82	11,864 73	.....	47,943 15
Total.....	20,280 23	283,167 72	90,902 97	1,089 08	395,440 00

Summary of payments :

For construction and equipment.....	\$55,516 58
For maintaining and operating the road.....	190,856 32
For interest.....	15,702 38
For miscellaneous.....	115,000 74
For State tax on capital stock and tonnage.....	6,155 94
For United States tax.....	1,422 33
Total.....	<u>384,654 29</u>

Cost of transportation :

Cost per passenger per mile, proximate average, and cost per ton freight per mile, proximate average: Impossible to tell, as both are run together.

What express companies run on your road, and on what terms? United States express company, and pay first class rates of freight on weight transported.

What transportation or freight companies run on your road, and on what terms? None.

ACCIDENTS.

	Killed.	Injured
Employees.....	0	1
Others.....	1	0
Total.....	<u>1</u>	<u>1</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

November 20, 1868. James Green, engineer, severely injured in the abdomen ; caused by collision of trains, at Blossburg. He recovered.

July 10, 1869. John Patterson, aged sixty-nine, was found dead on the track ; supposed to have wandered on the track during the night, and killed by coal train, at Blossburg.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
F. N. Drake	Corning, N. Y.
Constant Cook.....	Bath, N. Y.
H. H. Cook.....	Bath, N. Y.
John Arnot.....	Elmira, N. Y.
S. T. Arnot.....	Elmira, N. Y.
Lorenzo Webber.....	Elmira, N. Y.
F. C. Divinny	Addison, N. Y.
M. P. Bush	Buffalo, N. Y.
Coffin Colket.....	Philadelphia, Pa.
Henry Sherwood.	Corning, N. Y.
L. H. Shattuck.....	Blossburg, Pa.
A. C. Stearns.....	Corning, N. Y.
F. N. Drake, President.....	Corning, N. Y.
A. C. Stearns, Secretary and Treasurer	Corning, N. Y.
L. H. Shattuck, Superintendent.....	Blossburg, Pa.

(No. 103.)

TYRONE AND CLEARFIELD.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss:

Personally appeared J. Edgar Thomson, president, and Thomas T. Firth, treasurer, of the Tyrone and Clearfield railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President.*

THOS. T. FIRTH, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of November, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	510,000 00
Amount paid in as by last report	510,000 00
Total amount now paid in of capital stock	510,000 00
Funded debt, as per last report	None.
The amount now of funded debt	None.
Floating debt, as by last report	None.
The amount now of floating debt	404,069 18
Total amount now of floating and funded debt	404,069 18
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	10,200
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	None.

COST OF ROAD AND EQUIPMENT.

	By present report.
Total cost	<u>\$914,069 18</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bald Eagle Valley intersection to Clearfield.....	37 $\frac{5}{10}$ miles.
Length of main line of road in Pennsylvania.....	37 $\frac{5}{10}$ "
Length of road laid.....	37 $\frac{5}{10}$ "
Length of sidings.....	10 "
Gauge of road.....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	45, 56, 64 lbs.
Branch roads owned by the company, and their length, viz: Moshannon, 3 miles; Madera, 1 $\frac{1}{2}$ miles; Philipsburg, 2 $\frac{1}{2}$ miles; Decatur, 1 mile.	
Roads worked or leased by the company, viz: All leased to Pennsylvania railroad company.	
Number of engine houses and shops.....	2
Number of wooden bridges, (total length in feet, 1,576,).....	17
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road	17
Number of wood and water stations on main road,	7
Value of real estate held by the company, exclusive of road way.....	\$10,000 00
Number of tunnels	None.
How is track laid, and on what foundation? Part Lamborn joints; part double lipped chair, on cross-ties, bedded in broken stone.	

This road is leased and operated by the Pennsylvania railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas A. Scott	Philadelphia.
H. J. Lombaert	Philadelphia.
Josiah Bacon.....	Philadelphia.
Wistar Morris	Philadelphia.
Washington Butcher.....	Philadelphia.
George B. Roberts.....	Philadelphia.
J. Edgar Thomson, President.....	Philadelphia.
Edmund Smith, Secretary.....	Philadelphia.
Thomas T. Firth, Treasurer	Philadelphia.
George C. Wilkins, Superintendent.....	Tyrone City.

(No. 104.)

WARREN AND PINE GROVE.

Amount of capital stock authorized by law	\$100,000 00
Amount of stock subscribed	87,500 00
Amount paid in on said stock	4,375 00
There is no funded debt or no floating debt	None.
The amount expended for surveying, &c	4,500 00

No work to speak of has been done on the grading. Work will be commenced the coming spring. The contemplated length of the road is eleven (11) miles, to commence at the borough of Warren and extend to the New York State line, there to connect with the Dunkirk, Warren and Pittsburg railroad.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
J. S. Alden.....	Warren, Pa.
A. W. Wood.....	Warren, Pa.
J. R. Clark.....	Warren, Pa.
F. A. Phillips	Warren, Pa.
L. F. Watson.....	Warren, Pa.
P. Falconer.....	Warren, Pa.
Thos. Sloan.....	Pinegrove, Pa.
J. S. Alden	President.
A. W. Wood.....	Secretary and Treasurer.

The above is true to the best of my knowledge and belief.

J. S. ALDEN, *President.*

Sworn and subscribed, this 6th }
day of January, 1870. }

RUFUS B. SMITH, *Notary Public.*

(No. 105.)

WEST CHESTER.

STATE OF PENNSYLVANIA,
Philadelphia City and County, } ss:

Personally appeared M. B. Hickman, president, and Thomas H. Hall, treasurer, of the West Chester railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) M. B. HICKMAN, *President.*

THOS. H. HALL, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1870. }

THOS. RANDALL, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$165,000 00
Amount of stock subscribed	165,000 00
Amount paid in as by last report.....	165,000 00
Total amount now paid in of capital stock	165,000 00
Funded debt, as per last report.....	None.
The amount now of funded debt, (classified and date of maturity,) as follows.....	None.
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt ...	None.
Rate per cent. per annum of interest on funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock.....	3,300
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective divi- dends were declared	None.

COST OF ROAD AND EQUIPMENT.

		By present report.
Construction	\$159,798 04	
Station and depot real estate.....	23,647 75	
	<hr/>	\$183,445 79
Equipment		19,441 00
		<hr/>
Total cost		202,886 79
		<hr/> <hr/>

CHARACTERISTICS OF ROAD.

Length of main line of road, from West Chester to W. C. intersection	9 miles.
Length of road laid.....	9 "
Length of sidings, about	$\frac{1}{2}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50 pounds.
Number of engine houses.....	2
Number of engines	1
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$4,535,).....	1
Number of freight cars, rated as eight wheel cars, (average cost of each, \$906,).....	<hr/> 1 <hr/>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

The road is leased to the W. C. and P. R. R. Co.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
M. B. Hickman.....	West Chester, Pa.
William Apple	West Chester, Pa.
Mark Willecox.....	Philadelphia.
Dennis B. Kelly.....	Kelleyville, Pa.
Michael Malone.....	Lancaster, Pa.
Samuel Riddle.....	Glen Riddle, Del. co., Pa.
M. B. Hickman, President.....	West Chester, Pa.
Thos. H. Hall, Secretary and Treasurer.	

(No. 106.)

WEST CHESTER AND PHILADELPHIA.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss :

Personally appeared M. B. Hickman, president, and Thomas H. Hall, treasurer, of the West Chester and Philadelphia railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief, errors excepted.

(Signed) M. B. HICKMAN, *President.*
 THOS. H. HALL, *Treasurer.*

Affirmed and subscribed before me, }
 this 29th day of January, 1870. }

THOS. RANDALL, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,600,000 00
Amount of stock subscribed: Common, 11,142 shares; preferred, 6,588 shares.	
Amount paid in as by last report	684,035 83
Total amount now paid in of capital stock	684,045 83
Funded debt, as per last report	959,600 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, January 1, 1873,)	\$400,000 00
2d mortgage bonds, (date of maturity, past due,)	100 00
3d mortgage bonds, (date of maturity, October 1, 1878,)	557,500 00
	<hr/>
	957,600 00
Floating debt, as by last report	111,199 00
The amount now of floating debt, October 30, 1869,	97,500 00
Total amount now of floating and funded debt ...	1,055,100 00

Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 10 per cent.; 3d mortgage, 8 per cent.	
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock, (common, 7,873; preferred, 5,764,)	13,637
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,403,176 16	\$1,423,917 51
Equipment	223,490 80	194,442 37
Total cost	<u>1,626,666 96</u>	<u>1,618,359 88</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to West Chester	26.5 miles.
Length of main line of road in Pennsylvania.....	26.5 "
Length of road laid	26.5 "
Length of double track of road	None.
Length of sidings	5 miles.
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track: 50, 60 and 65 pounds.	
Branch roads leased by the company, and their length, viz: West Chester railroad, West Chester to intersection of Pennsylvania railroad	9 miles.
Number of engine houses and shops	2
Number of engines	9
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,000,)	16
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,750,)	4

Number of freight cars, rated as eight wheel cars, (average cost of each, \$650,).....	50
Number of coal cars, (rated as eight wheel cars,).....	None.
Number of iron bridges, (total length in feet, 200,)..	5
Number of wooden bridges, (total length in feet, 2,800,).....	16
Number of stone bridges	None.
Number of railroads crossed: The Junction rail- road, at grade.....	1
Number of stations on main road.....	22
Number of wood and water stations on main road,	3
Number of tunnels	None.
How is track laid and on what foundation? About two-thirds stone; balance earth and gravel.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	159,122
Number of miles run by freight trains	35,206
Number of miles run by coal trains	6,902
Number of through passengers for the year on main road.....	80,917
Number of passengers (all classes) carried in cars,	678,463
Number of tons of 2,000 pounds of through freight for the year on main road.....	16,080
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	97,065
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	16
Average rate of speed adopted by express trains, including stops	20
Average rate of speed adopted by freight trains, including stops.....	8
Weight of first class passenger engines	18 tons.
Weight of freight engines	24 "

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	40,979	Live stock.....	260
Other iron or castings.....	974	Lumber.....	9,654
Lime and limestone.....	3,115	Other articles.....	15,364
Agricultural products.....	12,519		
Merchandise.....	10,200	Total.....	97,065

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	3 cents.
For first class way passengers.....	3 $\frac{1}{4}$ "

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, (including teaming and delivery,)	10 cents.
For through coal	3 $\frac{1}{8}$ "
For local freight	11 "
For local coal	4 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings,	\$91,750 80
Total.....	91,750 80

Repairs of machinery :

Repairs of engines and tenders	\$12,151 12
Repairs of passenger and baggage cars	6,994 68
Repairs of freight cars	3,397 90
Repairs of tools and machinery in shops	1,155 66
Incidental expenses, including oil, fuel clerks, watchmen, &c., about shops	8,700 92
Total.....	32,400 28

Operating the road :

Office expenses, stationery, &c.....	\$4,159 37
Agents and clerks	10,682 60

Labor—loading and unloading freight	\$2,851 39
Porters, watchmen and switch tenders	3,966 85
Wood and water station attendance	765 94
Conductors, baggage masters and brakemen.....	13,717 42
Engineers and firemen	13,551 75
Fuel and cost of preparing for use	15,769 82
Oil and waste for engines and tenders, passenger, baggage and freight cars	1,515 77
Loss and damage of goods and baggage	326 49
Use of freight cars and teaming and tolls	4,012 41
Shoveling snow.....	17 39
Damage for injury of persons.....	None.
Damage to property, including damage by fire and cattle killed on road	None.
General superintendence	5,637 00
Contingencies.....	5,710 30
W. C. railroad expenses.....	8,838 97
Total.....	<u>91,523 47</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	<u>\$10 00</u>
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RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Miscella- neous.	Total.
November, 1868	\$15,995 60	\$11,182 79	.....	.....	.....
December, 1868	16,515 77	9,097 28	.....	.....	.....
January, 1869	15,179 68	10,099 30	.....	.....	.....
February, 1869	13,567 48	9,936 67	.....	.....	.....
March, 1869	16,028 61	9,698 60	.....	.....	.....
April, 1869	17,360 20	11,152 20	.....	.....	.....
May, 1869	16,104 22	7,576 10	.....	.....	.....
June, 1869	20,321 76	7,191 61	.....	.....	.....
July, 1869	19,517 67	7,829 87	.....	.....	.....
August, 1869.....	21,561 80	8,491 32	.....	.....	.....
September, 1869	19,915 48	9,863 27	.....	.....	.....
October, 1869	17,674 42	9,683 58	.....	.....	.....
Total	209,542 69	111,802 59	\$1,862 46	\$7,363 40	\$330,571 14

Summary of payments:

For construction and equipment	\$20,729 79
For maintaining and operating the road, (\$235,- 016 26 of which was paid on account of year ending October 31, 1869,).....	215,674 55
For dividends	None.
For interest on bonds and floating debt.....	69,494 73
For miscellaneous	32,882 08
For surplus funds.....	None.
For State tax on capital stock and tonnage.....	8,557 21
For United States tax.....	9,695 91
Total.....	<u>357,034 27</u>
Total amount of surplus fund	<u>None.</u>

Cost of transportation:

What express companies run on your road, and on what terms?
Adams express company, at stipulated rate per year; \$1,500 included in freight receipts.

What transportation or freight companies run on your road, and on what terms? None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. Apple.....	West Chester.
J. Ed. Farnum.....	Philadelphia.
Dennis B. Kelly.....	Kelleyville.
Samuel Riddle	Glen Riddle.
Mark Willeox.....	Philadelphia.
John Bennington.....	Glen Mills.
Edward Hoopes.....	Philadelphia.
Michael Malone.....	Lancaster.
S. R. Shipley.....	Philadelphia.
M. B. Hickman, President.....	West Chester.
A. Lewis Smith, Secretary	Philadelphia.
Thos. H. Hall, Treasurer.....	West Chester.
W. C. Wheeler, Superintendent	Philadelphia.

(No. 107.)

WESTERN PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. Edgar Thomson, president, and Joseph Lesley, treasurer, of the Western Pennsylvania railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President.*

JOS. LESLEY, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of November, 1869. }

R. D. BARCLAY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$3,000,000 00
Amount of stock subscribed	822,450 00
Amount paid in as by last report	1,022,450 00
Total amount now paid in of capital stock	1,022,450 00
Funded debt, as per last report	1,800,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
Main line 1st mortgage bonds, (date of maturity, April 1, 1893,)	
	\$800,000 00
Pittsburg Br. 1st mortgage bonds, (date of maturity, Jan. 1, 1896,) ..	
	1,000,000 00
	<hr/>
	1,800,000 00
Floating debt, as by last report	324,381 30
The amount now of floating debt	304,412 56
Total amount now of floating and funded debt	2,104,412 56
Rate per cent. per annum of interest on funded debt: 1st mortgages	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	20,449

RAILROAD REPORT.

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Par value of each share.....	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared.....	<u>None.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$3,049,056 69</u>	<u>\$3,179,441 44</u>

Equipment put on by lessee.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Blairsville to Freeport.....	36 $\frac{1}{10}$ miles.
Length of main line of road in Pennsylvania.....	36 $\frac{1}{10}$ "
Length of road laid.....	63 $\frac{7}{10}$ "
Length of double track of road	None.
Length of sidings.....	13 $\frac{1}{4}$ miles.
Gauge of road	4 $\frac{7}{10}$ feet.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company, and their length, viz: Freeport to Allegheny city, 27 $\frac{6}{10}$ miles; in course of construction, Freeport to Butler, 21 miles.	
Roads worked or leased by the company.....	None.
Number of engine houses and shops: 4 engine houses, 1 car shop, 1 machine shop.	
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 5,554 $\frac{1}{2}$.).....	19
Number of stone bridges	None.
Number of railroads crossed	2
Number of stations on main road.....	20
Number of wood and water stations on main road: 2 wood and 7 water stations.	
Value of real estate held by the company, exclusive of road way.....	\$78,814 32

Number of tunnels, (length of each, 1,425 feet and 600 feet,).....

2

How is track laid and on what foundation? On oak cross-ties, on broken stone and gravel ballast.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

This railroad is leased to the Pennsylvania railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
S. T. Bodine	Philadelphia.
Ed. Smith	Philadelphia.
H. J. Lombaert	Philadelphia.
Wistar Morris.....	Philadelphia.
J. Edgar Thomson, President.....	Philadelphia.
Joseph Lesley, Secretary and Treasurer.....	Philadelphia.
Rob't Pitcairn, Ass't Sup't in charge.....	Pittsburg.

(No. 108.)

WILMINGTON AND READING.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Hugh E. Steele, president, and Wm. S. Hilles, treasurer, of the Wilmington and Reading railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) HUGH E. STEELE, *President.*
 W. S. HILLES, *Treasurer.*

Affirmed and subscribed before me, }
 this 29th day of December, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$800,000 00
Amount of stock subscribed	800,000 00
Amount paid in as by last report.....	413,290 00
Total amount now paid in of capital stock	734,812 07
Funded debt, as per last report.....	68,200 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1900,) ..	789,300 00
2d mortgage bonds	None.
3d mortgage bonds	None.
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt...	789,300 00
Rate per cent. per annum of interest on funded debt: 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock: Certificates not all issued	

Par value of each share	\$50 00
Amount paid in on each share	50 00

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction.....	\$1,052,817 63
Equipment	35,914 86
Total cost	<u>1,088,732 49</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Birdsboro', Pa., to Wilmington, Del.....	63 $\frac{74}{100}$ miles.
Length of main line of road in Pennsylvania	51 $\frac{69}{100}$ "
Length of road laid.....	19 $\frac{35}{100}$ "
Length of sidings	2 $\frac{64}{100}$ "
Gauge of road	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	56 pounds.
Branch roads owned by the company, and their length	None.
Roads worked or leased by the company	None.
Number of engine houses and shops: 1 engine house.	
Number of engines	3
Number of first class passenger cars, (rated as eight wheel cars,)	None.
Number of baggage, mail and express cars, (rated as eight wheel cars,).....	None.
Number of freight cars, (rated as eight wheel cars,) (average cost of each, \$650,).....	6
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of iron bridges.....	None.
Number of wooden bridges, now finished, (total length in feet, 2,264,)	12
Number of stone bridges	None.
Number of railroads crossed: Cross three and connect with five.	
Number of stations on main road: Not yet fixed.	
Number of wood and water stations on main road: Wood, none; water, two.	

Value of real estate held by the company, exclusive of road way	\$8,286 81
Number of tunnels	None.
How is track laid, and on what foundation? Track laid on oak, cypress and chestnut cross-ties, on gravel, stone and earth ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	816
Number of passengers (all classes) carried in cars,	1,041
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	5,512
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	12
Average rate of speed adopted by freight trains, including stops	8
Weight of first class passenger engines	22½ tons.
Weight of freight engines	22½ "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

September, 1869	244
October, 1869	797
Total	1,041

The amount of freight, specifying the quantity in tons:

Anthracite coal	151	Agricultural products	10
Bituminous coal	531	Brick	32
Pig iron	213	General merchandize	72
Railroad iron	1,216	Live stock	10
Blooms	1,959	Lumber	169
Plate iron	1,013		
Scrap iron	96	Total	5,512
Lime and limestone, sand and stone,	40		

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class way passengers, about	3 cents.
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EXPENSES.

Operating the road, total \$1,061 88

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders \$321,522 07
 From sale of bonds 585,937 50
 From other sources 3,055 97
 Total 910,515 54

RECEIPTS.

Months.	Passeng'rs.	Freight.	Total.
August, 1869.....		\$304 37	\$304 37
September, 1869.....	\$48 80	331 59	380 39
October, 1869.....	134 20	434 86	569 06
Total.....	183 00	1,070 82	1,253 82

About six miles in operation only.

Summary of payments :

For construction and equipment \$762,292 33
 For maintaining and operating the road 1,061 88
 For dividends None.
 For interest 14,917 70
 For miscellaneous 67,185 25
 For surplus funds None.
 For State tax on capital stock and tonnage..... None.
 For United States tax..... 266 15
 Total 845,723 31

Total amount of surplus fund None.

Cost of transportation :

Cost per passenger per mile, proximate average... 2.²⁷⁸/₁₀₀₀

What express companies run on your road, and on what terms?
None.

What transportation or freight companies run on your road,
and on what terms? None.

ACCIDENTS.

	Injured.
Employees.....	1
Others.....	1
Total.....	<u>2</u>
	<u>=</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

September 29, 1869. Michael Donnelly, a laborer, attempted to get off construction train while in motion, and fell under car and was dragged some thirty feet, breaking one arm and one leg, bruising him severely. Died October 13.

October 18, 1869. A boy, by name of Warner, about 12 years of age, attempted to get on cars while shifting in yard, at Coatesville, and had the toes of left foot crushed ; not serious.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Geo. Brooke	Birdsboro', Pa.
Hiestor Clymer.....	Reading, Pa.
Charles Huston.....	Coatesville, Pa.
C. E. Pennock.....	Coatesville, Pa.
J. L. Pennock.....	Coatesville, Pa.
S. B. Worth.....	Coatesville, Pa.
Edward Belts.....	Wilmington, Del.
Joseph Tatnall.....	Wilmington, Del.
Irene Dupont.....	Wilmington, Del.
Victor Dupont.....	Wilmington, Del.
E. C. Stotzenburg.....	Wilmington, Del.
Charles Warner.....	Wilmington, Del.
Hugh E. Steele, President	Coatesville, Pa.
Wm. S. Hilles, Secretary and Treasurer.....	Wilmington, Del.
Superintendent not appointed.	

(No. 109.)

WRIGHTSVILLE, YORK AND GETTYSBURG.

[Northern Central railway company lessee.]

STATE OF PENNSYLVANIA, }
 Dauphin County, } ss:

Personally appeared J. D. Cameron, president, and J. S. Leib, treasurer, of the Northern Central railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. D. CAMERON, *President.*

J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1870. }

FR. W. HAAS, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,500,000 00
Amount of stock subscribed	317,050 00
Amount paid in as by last report.....	317,050 00
Total amount now paid in of capital stock.....	317,050 00
Floating debt, as by last report	76,484 79
The amount now of floating debt	76,484 79
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock.....	6,341
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$393,534 79	\$393,534 79
Total cost	393,534 79	393,534 79

CHARACTERISTICS OF ROAD.

Length of main line of road, from York, Pa., to Wrightsville, Pa.....	13 miles.
Length of main line of road in Pennsylvania	13 "
Length of road laid.....	13 "
Length of double track of road	None.
Length of sidings	1 mile.
Gauge of road	4 feet 9 in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company, and their length	None.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	None.
Number of engines, cars, &c.: Use the engines and cars of Northern Central railway company.	
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 1,368.)	
Number of stone bridges.....	None.
Number of railroads crossed	None.
Number of stations on main road	5
Number of wood and water stations on main road,	1
Number of tunnels	None.
How is track laid, and on what foundation? Earth bed and cross-ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains: Mileage included in N. C. R. W. company.	
Number of through passengers for the year on main road	31,013
Number of passengers (all classes) carried in cars,	41,587
Number of tons of 2,000 lbs. of through freight for the year on main road.....	77,846 .
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	95,414

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	18
Average rate of speed adopted by freight trains, including stops	10

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

None kept.

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal..	2,918	Merchandise	5,623
Petroleum.....	64	Manufactures.....	558
Pig iron	2,799	Live stock.....	389
Railroad iron.....	2,114	Lumber	12,035
Other iron or castings.....	3,050	Other articles.....	1,151
Iron and other ores.....	62,392		
Lime and limestone.....	867	Total ..	95,414
Agricultural products.....	1,454		

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings.....	\$20,573 86	\$6,172 16	\$14,401 70
Taxes on real estate.....	77 14	23 14	54 00
Total.....	20,651 00	6,195 30	14,455 70
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$739 47	\$221 84	\$517 63
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	3,136 75	941 03	2,195 72
Total.....	3,876 22	1,162 87	2,713 35
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$1,386 57	\$415 94	\$970 63
Agents and clerks.....	1,518 35	455 50	1,062 85
Wood and water station attendance.....	146 94	54 08	92 86
Conductors, baggage masters and brakemen.....	2,316 65	695 00	1,621 65
Engineers and firemen.....	2,098 47	629 54	1,468 93
Fuel and cost of preparing for use.....	3,215 91	964 77	2,251 14
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	249 26	74 78	174 48
Loss and damage of goods and baggage.....	22 04	.....	22 04
Use of freight cars.....	1,692 45	.....	1,692 45
Shoveling snow.....	14 73	4 42	10 31
Contingencies.....	3,921 48	1,176 44	2,745 04
Total.....	16,582 85	4,470 47	12,112 38

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	None.
From sale of bonds.....	None.
From other sources	<u>None.</u>

RECEIPTS.

(Year ending December 31, 1869.)

Passengers.....	\$16,172 01
Freight.....	43,923 24
Mail and express	1,107 45
Miscellaneous	234 00
Total.....	<u>61,436 70</u>

Summary of payments:

For maintaining and operating the road	\$41,110 07
For rent.....	11,872 68
Total.....	<u>52,982 75</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Philip A. Small.....	York, Pa.
Samuel Schoch.....	Columbia, Pa.
James Myers	Middletown, Pa.
Henry Kauffelt.....	Wrightsville, Pa.
B. F. Newcomer.....	Baltimore, Md.
William Colder	Harrisburg, Pa.
Wistar Morris	Philadelphia, Pa.
E. C. Biddle.....	Philadelphia, Pa.
J. D. Cameron, President	Harrisburg, Pa.
R. S. Hollins, Secretary.....	Baltimore, Md.
John S. Leib, Treasurer.. ..	Baltimore, Md.
A. R. Fiske, General Superintendent	Harrisburg, Pa.

(No. 110.)

WYOMING GRAVITY.

STATE OF PENNSYLVANIA, } ss:
Luzerne County,

Personally appeared John C. Phelps, president of the Wyoming Gravity railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) JOHN C. PHELPS, *President.*

Sworn and subscribed before me, this }
 23d day of November, 1869. }

S. D. LEWIS, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,500,000 00
Amount of stock subscribed	18,760 00
Amount paid in as by last report	18,760 00
Total amount now paid in of capital stock	18,760 00
Funded debt, as per last report	None.
The amount now of funded debt	None.
Number of shares of stock	50,000
Par value of each share	\$50 00

Nothing has been done except to organize the company and survey and locate the line.

J. C. P.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John C. Phelps.....	Wilkesbarre, Pa.
Ziba Bennett.....	Wilkesbarre, Pa.
Washington Lee, Jr.....	Baltimore, Md.
A. T. McClintock.....	Wilkesbarre, Pa.
George S. Bennett.....	Wilkesbarre, Pa.
James Archbald.....	Scranton, Pa.
Elisha Phinny.....	Scranton, Pa.
John Brisbin.....	Newark, N. J.
John J. Phelps.....	New York.
Moses Taylor.....	New York.
William E. Dodge.....	New York.
George Bliss.....	New York.
Jos. J. Albright.....	Scranton, Pa.
John C. Phelps, President.....	Wilkesbarre, Pa.
John Peters, Treasurer.....	Wilkesbarre, Pa.

(No. III.)

ZERBE VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and S. Bradford, treasurer, of the Zerbe Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*

S. BRADFORD, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of December, 1869. }

B. F. HORAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	1,000,000 00
Amount paid in as by last report.....	1,000,000 00
Total amount now paid in of capital stock	1,000,000 00
Funded debt, as per last report.....	None.
The amount now of funded debt, (classified and date of maturity,) as follows.....	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	None.
Date and rate per cent. per annum of dividend or dividends.....	Nothing.
Number of shares of stock	20,000
Par value of each share.....	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective divi- dends were declared.....	None declared.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Trevorton to Port Trevorton.....	15 $\frac{1}{16}$ $\frac{0}{0}$ miles.
Length of main line of road in Pennsylvania.....	15 $\frac{1}{16}$ $\frac{0}{0}$ “
Length of road laid.....	19 $\frac{3}{16}$ “
Length of double track of road	None.
Length of sidings.....	4 $\frac{7}{16}$ miles.
Gauge of road.....	4 feet 8 in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	2
Number of wooden bridges, (total length in feet, 4,550,).....	8
Number of railroads crossed	1
Number of stations on main road.....	5
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road way.....	<u>\$1,500 00</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

This road is owned and operated by the Philadelphia and Reading railroad company, and will be included in their return.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. E. Borie	Philadelphia.
H. P. M'Kean	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
John Ashhurst	Philadelphia.
Stephen Colwell.....	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
Albert Foster, Secretary.....	Philadelphia.
Sam'l Bradford, Treasurer	Philadelphia.
E. C. Hanna, Superintendent.....	Trevorton.

PASSENGER RAILWAY REPORTS.

PASSENGER RAILWAY REPORTS.

(No. 112.)

ALLENTOWN.

STATE OF PENNSYLVANIA, } ss:
Lehigh County, }

Personally appeared Samuel Lewis, president, and C. W. Cooper, treasurer, of the Allentown Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) SAMUEL LEWIS, *President.*

CHAS. W. COOPER, *Treasurer.*

Sworn and subscribed before me, this }
23d day of November, 1869. }

SAMUEL COLVER, *Notary Public.*

STOCK AND DEBT.

Capital stock.....	\$31,500 00
Capital stock subscribed.....	31,500 00
Capital stock paid in.....	30,313 75
Floating debt	11,900 00
Number of shares of stock.....	315
Par value of each share	\$100 00

COST OF ROAD AND EQUIPMENT.

Construction	\$21,627 54
Equipment.....	6,111 63
Total	27,739 17

CHARACTERISTICS OF ROAD.

Length of road, about.....	3 $\frac{1}{4}$ miles.
Length of double track : None except two turnouts and siding in car house.	
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard.....	19 pounds.
Number of car houses, shops and stables : One car house, one stable.	
Number of first class passenger cars, (two horses,)	4
Average value of each	\$1,000 00
Number of passengers that may be seated in each car, about	30
Number of other cars	None.
Number of horses owned by the company.....	11
Average value of each, including harness	\$194 42
Value of real estate held, exclusive of roadway...	15,632 56
Average weight of each passenger car, exclusive of passengers and baggage, about.....	3,500 lbs.
Average rate of speed, including stoppages, (miles per hour,).....	5
Number of trips each day	21
How is track laid, and on what foundation? On string pieces and cross-ties, with cinder foundation.	

Describe the route of your road in detail, giving the streets occupied and connections with other roads: Starting on Hamilton street, near Ninth; thence down Hamilton to Fifth, down Fifth to Walnut, down Walnut to Fourth, down Fourth to Hamilton; thence along said street to the Lehigh and Susquehanna railroad depot, crossing the Jordan and Lehigh bridges and L. V. railroad track; another branch of the road branching off at Second street; thence along said street south, to the Lehigh Valley railroad depot. The main trunk of the road being continued on Second street north to Linden, along Linden to Ridge avenue, up Ridge avenue to Gordon, down Gordon to Front, and up Front to the terminus of the road, at the Allentown furnace.

DOINGS OF THE YEAR IN TRANSPORTATION OF PASSENGERS.

Record not fully kept.

Expenses of operating the road:

Total.....	<u>\$6,451 68</u>
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RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	\$500 00
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RECEIPTS.

From passengers, from Nov. 15, 1868, to Oct. 31, 1869.....	\$8,488 72
From other sources	600 00
Total	<u>9,088 72</u>

Summary of payments:

For construction.....	\$322 68
For maintaining and operating the road, inclusive of wages	6,451 68
For United States tax	197 00
For interest	68 61
Total.....	<u>7,039 97</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Lewis.....	Allentown, Pa.
J. D. Stiles.....	Allentown, Pa.
M. Hannum.....	Allentown, Pa.
H. C. Longnecker.....	Allentown, Pa.
Nelson Weiser.....	Allentown, Pa.
Samuel Lewis.....	President.
Nelson Weiser.....	Secretary.
C. W. Cooper.....	Treasurer.
M. Hannum.....	Superintendent.

(No. 113.)

CITIZENS', (PHILADELPHIA.)

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared George Williams, president, and William Bonsall, treasurer, of the Citizens' Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) GEO. WILLIAMS, *President.*

WM. BONSALL, *Treasurer.*

Affirmed and subscribed before me, }
 this 3d day of November, 1869. }

FRANCIS HOOD, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed, (shares,)	10,000
Amount paid in as by last report.....	\$192,750 00
Total amount now paid in of capital stock	192,750 00
Funded debt, as per last report	None.
The amount now of funded debt, (classified and date of maturity,) as follows.....	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	None.
Date and rate per cent. per annum of dividend or dividends: January and July 7 per cent. each on authorized capital.	
Number of shares of stock	10,000
Par value of each share	\$50 00
Amount paid in on each share: On 8,500 shares, \$20 00, and on 1,500 shares, \$15 00.	
Amount of capital on which the respective divi- dends were declared	500,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$69,902 98	\$69,902 98
Equipment	109,732 31	109,732 31
Total cost	<u>179,635 29</u>	<u>179,635 29</u>

CHARACTERISTICS OF ROAD.

Length of road laid, about	7½ miles.
Length of double track, including sidings: No double track, no sidings.	
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	1 of each.
Number of depots	1
Number of first class passenger cars, (two horses,)	32
Average value of each	\$750 00
Number of second class passenger cars, (one horse,)	2
Average value of each	\$400 00
Number of passengers that may be seated in each car	20
Number of other cars.....	3
Number of horses owned by the company.....	200
Average value of each, including harness.....	\$75 00
Number of mules owned by the company.....	2
Value of real estate held, exclusive of road way..	\$65,756 00
Average weight in pounds of passenger cars, ex- clusive of passengers and baggage	4,500 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day.....	260
How is track laid and on what foundation? Yel- low pine stringers and cross-ties on gravel.	

Describe the route of your road in detail, giving the streets occupied and connections with other roads: From Tenth and Montgomery, down Tenth to Reed, up Reed to Eleventh, up Eleventh to Berks, down Berks to Tenth, and down Tenth to Montgomery.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

November, 1868	325, 423	June, 1869	336, 534
December, 1868	335, 545	July, 1869	322, 016
January, 1869	312, 289	August, 1869	300, 212
February, 1869	282, 255	September, 1869	336, 889
March, 1869	313, 596	October, 1869	356, 493
April, 1869	332, 221		
May, 1869	348, 877	Total	<u>3, 902, 356</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$2,309 84
Repairs of buildings	702 03
Taxes on real estate	527 44
Total	<u>3,539 31</u>

Operating the road:

On account of horses	\$4,999 00
Harness and repairs	962 74
Repairs to cars and new cars	10,644 05
Horse shoeing and black-smithing	6,280 46
Hay and feed	40,724 36
Office expenses, stationery and depot expenses: In- cluded in miscellaneous.	
Salaries and wages	64,310 25
Insurance	828 98
Watchmen, switchmen, hostlers, pay-roll: Included in salaries and wages.	
General expenses of stable: Included in miscella- neous.	
Conductors and drivers: Included in salaries and wages.	
Fluid, fuel, oil and gas: Included in miscellaneous.	
Miscellaneous	6,367 11
Total	<u>135,116 95</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	None.
From sale of bonds	None.
From other sources	<u>None.</u>

RECEIPTS.

Months.	From pas- sengers.	Manure.	Other sources.	Total.
November, 1868	\$19,525 41	\$211 25	\$11 00	\$19,747 66
December, 1868	20,132 72	211 25	849 99	21,193 96
January, 1869	18,737 34	227 66	162 50	19,127 50
February, 1869	16,935 30	227 66	.....	17,162 96
March, 1869	18,815 77	227 66	133 12	19,176 55
April, 1869	19,933 29	227 66	154 00	20,314 95
May, 1869	20,932 65	227 66	103 12	21,262 43
June, 1869	20,192 05	227 66	877 84	21,297 55
July, 1869	19,320 95	227 66	.....	19,548 61
August, 1869	18,012 73	227 66	.....	18,240 39
September, 1869	20,213 34	227 66	523 12	20,964 12
October, 1869	21,389 62	227 66	638 25	22,255 53
Total	234,141 17	2,699 10	3,452 94	240,293 21

Summary of payments :

For maintaining and operating the road	\$138,656 26
For dividends	70,000 00
For new passenger cars and horses : Included in expenses of operating road.	
For payment for taxes on personal property, includ- ing city licenses and city tax on dividends	5,872 75
For miscellaneous : Included in maintaining and operating road.	
For State tax on capital stock and net earnings ...	4,933 78
For United States tax	9,512 00
Total	<u>228,974 79</u>

ACCIDENTS.

No accident of any kind occurred during the year.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. Colket.....	Philadelphia.
Amos Ellis.....	Philadelphia.
J. K. McIlwain.....	Philadelphia.
Wm. M'Claoey.....	Philadelphia.
J. D. Brown.....	Philadelphia.
Geo. Williams.....	President.
William Bonsall.....	Secretary and Treasurer.

(No. 114.)

CITIZENS', (PITTSBURG.)

STATE OF PENNSYLVANIA, }
Allegheny County, } ss: .

Personally appeared before me James Verner, president, and D. P. Corwin, for treasurer, of the Citizens' Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAMES VERNER, *President.*
 D. P. CORWIN, *for Treasurer.*

Sworn and subscribed before me, this }
 30th day of November, 1869. }

J. DONALDSON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$200,000 00
Amount of stock subscribed originally	100,000 00
Amount paid in as by last report.....	166,000 00
Total amount now paid in of capital stock.....	184,000 00
Funded debt, as per last report	56,300 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1, 1879,)	50,000 00
Floating debt, as by last report	7,700 00
The amount now of floating debt	7,700 00
Total amount now of floating and funded debt....	57,700 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: November 10, 1868, 10 per cent.; May 10, 1869, 8 per cent.....	18 per cent.
Number of shares of stock	4,000
Par value of each share	\$50 00

Amount paid in on each share	\$46 00
Amount of capital on which the respective dividends were declared.....	<u>200,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$112,123 59	\$112,515 57
Equipment	121,921 66	121,921 66
Total cost.....	<u>234,045 25</u>	<u>234,427 23</u>

CHARACTERISTICS OF ROAD.

Length of road laid: 5 miles, 2,929 feet.	
Length of double track, including sidings.....	3½ miles.
Gauge of road.....	5 ft. 2½ in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables: 2 car houses, 1 stable, 1 feed house, 1 repair shop.	
Number of depots	2
Number of first class passenger cars, (two horses,)	26
Average value of each.....	\$1,000 00
Number of second class passenger cars, (one horse,)	3
Average value of each	\$600 00
Number of passengers that may be seated in each car.....	24
Number of other cars	2
Number of horses owned by the company.....	139
Average value of each, including harness, about..	\$100 00
Number of mules owned by the company.....	9
Value of real estate held, exclusive of road way, about.....	\$70,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	3½
Number of trips each day	190
How is track laid, and on what foundation? White pine stringers, oak cross-ties, and clay and gravel foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: On Penn street to Butler, along Butler to Cemetery station; thence to the Pittsburg side of Sharpsburg bridge, on the continuation of Butler street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

November, 1868.....	192,391	June, 1869.....	215,050
December, 1868.....	181,705	July, 1869.....	225,700
January, 1869.....	176,073	August, 1869.....	226,130
February, 1869.....	156,690	September, 1869.....	212,190
March, 1869.....	180,876	October, 1869.....	207,495
April, 1869.....	202,765		
May, 1869.....	228,644	Total.....	<u>2,405,709</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$13,717 95
Taxes on real estate	1,499 68
Total.....	<u>15,217 63</u>

Operating the road:

On account of horses	\$2,352 00
Harness and repairs	684 39
Repairs to cars	3,203 25
Horse shoeing.....	3,398 72
Hay and feed	23,780 09
Office expenses, stationery and depot expenses ...	2,432 22
Salaries	3,390 75
Insurance.....	987 41
Watchmen, switchmen, hostlers, pay-roll.....	12,333 40
Conductors and drivers.....	27,774 25
Fluid, fuel, oil and gas.....	812 87
Damages for injuries of persons.....	150 00
Total.....	<u>81,899 35</u>

RECEIPTS.

Months.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1868.....	\$11, 226 07	\$66 00	.....	\$519 00	.....
December, 1868.....	10, 544 70	66 00	\$335 00	170 00	.....
January, 1869.....	10, 195 83	66 00	.....	1, 160 00	.....
February, 1869.....	9, 052 63	66 00	.....	662 50	.....
March, 1869.....	10, 438 67	66 00	.....	547 18	.....
April, 1869.....	11, 822 35	66 00	.....	395 00	.....
May, 1869.....	13, 291 28	66 00	.....	65 00	.....
June, 1869.....	12, 548 30	66 00	.....	205 00	.....
July, 1869.....	13, 203 73	66 00	.....	260 00	.....
August, 1869.....	13, 203 91	66 00	.....	128 00	.....
September, 1869.....	12, 320 21	66 00	.....	427 75	.....
October, 1869.....	12, 041 52	66 00	.....	12 52	.....
Total.....	139, 889 20	792 00	335 00	4, 551 95	\$145, 568 15

Summary of payments :

For maintaining and operating the road	\$97,116 98
For interest	462 00
For dividends	36,000 00
For payments to loan account.....	3,500 00
For miscellaneous	362 77
For State tax on capital stock, dividends and city tax.....	4,803 50
For United States tax.....	5,207 21
Total.....	<u>147,452 46</u>
Total amount of surplus fund.....	<u>\$3,459 34</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James Verner.....	Pittsburg.
Alexander Speer.....	Pittsburg.
Richard Hays.....	Pittsburg.
J. Hervey Jones.....	Pittsburg.
James H. Wright.....	Pittsburg.
James Verner, President.....	Pittsburg.
D. P. Corwin, Secretary.....	Pittsburg.
James H. Wright, Treasurer.....	Pittsburg.

(No. 115.)

EASTON AND SOUTH EASTON.

STATE OF PENNSYLVANIA, }
Northampton County, } ss:

Personally appeared John Green, president, and Edward H. Green, treasurer, of the Easton and South Easton Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOHN GREEN, *President.*

EDWARD H. GREEN, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of November, 1869. }

S. MOORE, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$75,000 00
Amount of stock subscribed.....	29,562 50
Amount paid in as by last report.....	26,000 00
Total amount now paid in of capital stock.....	29,562 50
Funded debt, as per last report	500 00
The amount now of funded debt	None.
Floating debt, as by last report	500 00
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	None.
Date and rate per cent. per annum of dividend or dividends: January 1, stock dividend, 50 cents per share; July 1, cash dividend, 2½ per cent.	
Number of shares of stock	1,182½
Par value of each share	\$25 00
Amount paid in on each share	25 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$18,227 68	\$18,227 68
Equipment	6,047 45	7,002 45
Total	<u>24,275 13</u>	<u>25,230 13</u>

CHARACTERISTICS OF ROAD.

Length of road laid	1 $\frac{3}{8}$ miles.
Length of double track, including sidings	$\frac{1}{4}$ "
Gauge of road	5 ft. 2 in.
Weight of rail per yard on main track	43 lbs.
Number of car houses, shops and stables : One car house and stable.	
Number of depots	None.
Number of first class passenger cars, (two horses,)	3
Average value of each	\$1,100 00
Number of second class passenger cars, (one horse,)	None.
Number of passengers that may be seated in each car,	30
Number of other cars	None.
Number of horses owned by the company	12
Average value of each, including harness	\$200 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of roadway ..	3,600 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage	3,700 00
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4
Number of trips each day	32 each way.
How is track laid and on what foundation ? On stringers and cross-ties.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Starting in South Easton, corner of Canal and Lehigh streets; thence by Canal street and public highway to the bridge crossing the Lehigh river; thence by Third street, in Easton, to the Centre square.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

January, 1869.....	16,491	July, 1869	16,673
February, 1869	14,585	August, 1869.....	17,318
March, 1869.....	15,386	September, 1869	15,513
April, 1869.....	14,782	October, 1869.....	14,457
May, 1869.....	14,536		
June, 1869.....	14,371	Total.....	154,112

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$37 62
Repairs of buildings	43 09
Taxes on real estate	30 52
Total.....	<u>111 23</u>

Operating the road :

Cleaning snow from track	\$50 85
Harness and repairs	57 99
Repairs to cars	324 73
Horse shoeing	263 68
Hay and feed	1,456 28
Office expenses, stationery and depot expenses....	117 82
Salaries	262 50
Insurance.....	81 50
Watchmen, switchmen, hostlers, pay-roll.....	580 00
General expenses of stable	36 77
Conductors and drivers.....	2,600 00
Fluid, fuel, oil and gas.....	63 10
Damages for injuries of persons.....	None.
Total	<u>5,895 22</u>

RECEIPTS.

Months.	From passengers.	Rent.	Sale of tickets.	Total.
January, 1869.....	\$809 95	.....	\$15 00	\$824 95
February, 1869.....	709 35	\$8 33	12 00	729 68
March, 1869.....	766 35	8 33	25 00	799 68
April, 1869.....	642 80	16 66	175 75	835 21
May, 1869.....	368 69	4 25	498 70	871 64
June, 1869.....	320 81	8 50	504 75	834 06
July, 1869.....	403 48	8 50	571 00	982 98
August, 1869.....	427 84	8 50	553 80	990 14
September, 1869.....	379 19	8 50	522 70	910 39
October, 1869.....	310 52	.....	475 80	786 32
Total	5,138 98	71 57	3,354 50	8,565 05
Balance in treasury, January 1, 1869.....				\$635 75

Summary of payments :

For maintaining and operating the road	\$6,006 45
For ground rent.....	20 00
For dividends	729 27
For new horses.....	155 00
For miscellaneous: Auditing treasurer's account, \$20; snow plow, \$800; rubber tickets, \$83 20,	903 20
For United States tax.....	243 84
Total	<u>8,057 76</u>
Total amount of surplus fund.....	<u>\$1,133 04</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Green.....	Easton.
John Maxwell.....	Easton.
John Eyeraman.....	Easton.
Wm. H. Armstrong.....	Easton.
Henry Detwiler.....	Easton.
Charles Stewart.....	South Easton.
James Young.....	South Easton
Wm. H. Sayre, Jr.....	Bethlehem.
John Green, President.....	Easton.
Edward H. Green, Secretary and Treasurer.....	Easton.
Elisha Burwell, Superintendent.....	South Easton.

(No. 116.)

EMPIRE.

OFFICE EMPIRE PASSENGER RAILWAY CO., }
 PHILADELPHIA, *January 21, 1870.* }

J. F. HARTRANFT, Esq.,

Auditor General :

DEAR SIR :—In reply to your circular, calling for a report from this company, I would respectfully state that about a mile of track was laid, when the cold weather set in and compelled a suspension of operations.

The route of the road is along Twelfth street from Wharton to Columbia avenue; Columbia avenue from Twelfth to Sixteenth streets; along the latter to Wharton street; thence to place of beginning—about seven miles in length.

Very respectfully yours,

JACOB E. RIDGWAY, *President.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. H. Kemble.....	Philadelphia.
Chas. Welsh.....	Philadelphia.
John M'Ginnis.....	Philadelphia.
R. Gibbs.....	Philadelphia.
Wm. V. M'Grath.....	Philadelphia.
Jacob E. Ridgway, President.....	Philadelphia.
Wm. E. Dougherty, Vice President.....	Harrisburg.
Wm. V. M'Grath, Secretary and Treasurer.....	Philadelphia.

(No. 117.)

ERIE CITY.

STATE OF PENNSYLVANIA, }
Erie County, } ss:

Personally appeared John Eliot, treasurer, and Wm. F. Rinderneoh, superintendent, of the Erie City Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WM. F. RINDERNEOHT, *Sup't.*
 JOHN ELIOT, *Treasurer.*

Sworn and subscribed before me, this }
 1st day of December, 1869. }

F. CURTZE, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed	23,300 00
Total amount now paid in of capital stock	18,550 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, due,) ...	7,271 73
2d bonds, (date of maturity, July 1, 1873,)	5,000 00
3d bonds, (date of maturity, July 1, 1878,)	5,000 00
Total amount now of floating and funded debt ...	17,271 73
Average rate per cent. per annum of interest on funded debt	7
Number of shares of stock	466
Par value of each share	\$50 00
Amount paid in on each share	Mostly in full.

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$29,098 12
Equipment	3,566 87
	250 00
Total cost	<u>32,914 99</u>

CHARACTERISTICS OF ROAD.

Length of road laid	2 miles, 740 ft.
Length of double track, including sidings	690 feet.
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track	30 pounds.
Number of depots	1
Number of first class passenger cars, (two horses,)	4
Average value of each	\$750 00
Number of passengers that may be seated in each car	16
Number of horses owned by the company	18
Average value of each, including harness	\$150 00
Value of real estate held, exclusive of road way ..	6,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage	2,600
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4
Number of trips each day	60
How is track laid, and on what foundation? Half stone pavement, half Nicholson, gravel.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Beginning corner Holland and Second street, along Second to State, up State to turnpike, along turnpike to Peach, up Peach to Erie and Waterford turnpike road, out said road to depot and barn.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

November, 1868.....	June, 1869.....	21,162
December, 1868..... 3,129	July, 1869.....	27,272
January, 1869..... 16,471	August, 1869.....	29,039
February, 1869..... 13,385	September, 1869..	23,530
March, 1869..... 13,799	October, 1869.....	18,980
April, 1869..... 12,769		
May, 1869..... 21,738	Total.....	<u>201,274</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$338 92
Repairs of buildings	2 64
Taxes on real estate	6 00
Total.....	<u>347 56</u>

Operating the road :

On account of horses	\$5 00
Harness and repairs.....	22 36
Repairs to cars	243 52
Horse shoeing.....	504 23
Hay and feed	3,164 43
Office expenses, stationery and depot expenses....	100 47
Salaries	1,337 33
Insurance.....	125 00
Watchmen, switchmen, hostlers, pay-roll.....	1,255 56
Conductors and drivers.....	2,600 04
Fluid, fuel, oil and gas	56 09
Total.....	<u>9,414 03</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$18,550 00
From sale of bonds.....	10,000 00
From other sources	7,271 73
Total.....	<u>35,821 73</u>

RECEIPTS.

Months.	From passengers.	Rent.
December, 1868.....	\$308 99	.....
January, 1869.....	1, 097 31	.....
February, 1869	853 48	.....
March, 1869.....	827 09	.....
April, 1869.....	798 52	\$15 42
May, 1869.....	1, 276 45	21 67
June, 1869.....	1, 284 04	21 67
July, 1869.....	1, 671 15	21 67
August, 1869.....	1, 651 72	21 67
September, 1869	1, 463 03	21 67
October, 1869	1, 099 84	15 42
Total.....	12, 304 62	139 19

Summary of payments :

For construction	\$32,914 99
For maintaining and operating the road	9,414 06
For interest	959 58
For new passenger cars and horses.....	250 00
State tax on capital stock and United States tax..	280 91
Total.....	<u><u>43,819 54</u></u>

NAMES AND RESIDENCE OF OFFICERS.

Officers.	Post office address.
O. Noble, President.....	Erie, Pa.
E. J. Cowell, Secretary.....	Erie, Pa.
John Eliot, Treasurer	Erie, Pa.

(No. 118.)

FRANKFORD AND SOUTHWARK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared James West, president, and William Poulterer, treasurer, of the Frankford and Southwark Philadelphia City Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAMES WEST, *President.*

WM. POULTERER, *Treasurer.*

Sworn and subscribed before me, this }
 11th day of November, 1869. }

WM. HEINS, *Alderman and ex-officio J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	491,750 00
Amount paid in as by last report.....	491,750 00
Total amount now paid in of capital stock	491,750 00
Funded debt, as per last report.	200,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1st July, 1877,)	198,000 00
Total amount now of floating and funded debt ...	198,000 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends: January 15 and July 16.....	3 per cent.
Number of shares of stock	10,000
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective divi- dends were declared	491,750 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$517,671 34	\$517,821 34
Equipment	244,819 52	244,619 52
Total cost	<u>762,490 86</u>	<u>762,440 86</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	12.33 miles.
Length of double track, including sidings.....	4.04 "
Gauge of road	5 ft. 2 in.
Weight of rail per yard on main track: 43 lbs. in city; 47 lbs. on rural section.	
Number of car houses, shops and stables, (one stable not now used,)	2
Number of depots	3
Number of first class passenger cars, (two horses,)	45
Average value of each: Horse cars, \$300; steam cars, \$3,000.	
Number of second class passenger cars, (one horse,)	None.
Number of passengers that may be seated in each car: 22 in horse cars; 32 in steam cars.	
Number of other cars.....	9
Number of horses owned by the company.....	273
Average value of each, including harness	\$107 53
Number of mules owned by the company	None.
Value of real estate held, exclusive of road way..	76,300 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage: Horse, 2,900; steam, 6,000.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5.04
Number of trips each day: 284 on city section; 52 on rural section.	
How is track laid and on what foundation? On yellow pine stringers and cross-ties.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. From Berks street, (between Third and Fourth,) west to Sixth street; south on Sixth street to fifty feet below Pearce street, (through our own property,) east to Fifth street; north along Fifth street and Germantown avenue to Berks street, and east to place of beginning. From same starting point, east to Front street; north along Front street to Kensington avenue; along Kensington avenue across Frankford creek, (through our own property,) to Frankford street; along Frankford street to Arrott street. (This latter is a double track.)

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

November, 1868	364,187	June, 1869	394,638
December, 1868	369,361	July, 1869	399,008
January, 1869	349,487	August, 1869	400,524
February, 1869	312,020	September, 1869	404,169
March, 1869	357,088	October, 1869	409,518
April, 1869	381,156		
May, 1869	399,623	Total	<u>4,540,779</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$23,914 19
Repairs of buildings	2,236 17
Taxes on real estate	1,913 39
Total	<u>28,063 75</u>

Operating the road:

On account of horses	\$1,966 75
Harness and repairs	1,697 37
Repairs to cars and steamers	30,008 43
Horse shoeing	9,106 40
Hay and feed	44,156 37
Office expenses, stationery and depot expenses ...	15,071 49
Salaries	6,066 67
Insurance	911 49
Watchmen, switchmen, hostlers, pay-roll	14,770 44
General expenses of stable	1,978 65

Conductors and drivers, and engineers	\$62,922 37
Fluid, fuel, oil and gas	2,231 84
Damages for injuries of persons and vehicles	3,409 72
Coal for steamers	10,741 24
Total	<u>205,039 23</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	None.
From sale of bonds	None.
From other sources	\$50 00
Total	<u>50 00</u>

RECEIPTS.

Months.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
November, 1868.....	\$24,279 16	\$30 00	.....	.....	\$24,309 16
December, 1868.....	24,624 09	30 00	.....	\$25 00	24,679 09
January, 1869.....	23,299 15	55 00	.....	.....	23,354 15
February, 1869.....	20,801 31	30 00	\$1,115 39	100 00	22,046 70
March, 1869.....	23,805 87	55 00	.....	106 50	23,967 37
April, 1869.....	25,410 40	30 00	.....	62 50	25,502 90
May, 1869.....	26,641 55	30 00	1,005 00	.....	27,676 55
June, 1869.....	26,309 23	30 00	.....	100 00	26,439 23
July, 1869.....	26,600 51	55 00	.....	62 00	26,717 51
August, 1869.....	26,701 62	30 00	993 75	100 00	27,825 37
September, 1869.....	26,944 60	30 00	.....	25 00	26,999 60
October, 1869.....	27,301 18	55 00	1,039 25	225 00	28,620 43
Total.....	302,718 67	460 00	4,153 39	806 00	308,138 06

Summary of payments :

For maintaining and operating the road	\$233,102 98
For interest	16,704 46
For dividends, including taxes on net earnings ...	32,937 78
For new passenger cars and horses	5,500 00
For payment for taxes on personal property	277 65
For payments to loan account	2,000 00
For miscellaneous	5,503 11
For State tax on capital stock	1,229 22
For United States tax	7,568 05
Total	<u>304,823 25</u>

ACCIDENTS.

	Killed.
Passengers.....	1
Others.....	2
Total.....	<u>3</u>

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1868.

December 14. At Fifth and Oxford streets, John Krider, an old man, having jumped or fallen off a car of the Union line, in the middle of the street, was run over by car No. 29, and considerably injured.

1869.

June 13. At Sixth and Brown streets, a passenger in getting from the car No. 17, pushed or brushed — Eyes off into the street; considerably injured.

August 21. On Berks street, west of Second street, a boy, — Cox, ran between a wagon and horse car stationary on one track, and into a moving steam car; knocked down—foot amputated.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edward S. Handy.....	Philadelphia, Pa.
Charles H. Harrison.....	Philadelphia, Pa.
Henry C. Harrison.....	Philadelphia, Pa.
Jos. Harrison, Jr.....	Philadelphia, Pa.
Nathan Hilles.....	Frankford, Phila.
William C. Keehmle.....	Philadelphia, Pa.
Charles E. Lex.....	Philadelphia, Pa.
Edwin F. Poulterer.....	Philadelphia, Pa.
Stephen P. Poulterer.....	Philadelphia, Pa.
Benjamin Rowland.....	Philadelphia, Pa.
Nathan R. Suplee.....	Philadelphia, Pa.
Daniel Weckerly.....	Philadelphia, Pa.
James West, President.....	Philadelphia, Pa.
B. Frank Abbott, Secretary...	Philadelphia, Pa.
William Poulterer, Treasurer.....	Philadelphia, Pa.
A. J. Woodruff, Superintendent.....	Philadelphia, Pa.

(No. 119.)

GERMANTOWN.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared Adam Warthman, president, and Joseph Singerly, treasurer, of the Germantown Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) ADAM WARTHMAN, *President*.
 JOSEPH SINGERLY, *Treasurer*.

Sworn and subscribed before me, this }
 6th day of January, 1869. }

JOHN WHITE, *Alderman*.

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	1,000,000 00
Amount paid in as by last report.....	112,245 00
Total amount now paid in of capital stock	307,545 00
Amount paid in by old Germantown	
P. R. W. Co.....	\$112,245 00
Amount paid in by Fairmount Park	
and Delaware River Passenger rail-	
way company—no means of ascer-	
taining—supposed to be	195,300 00
	307,545 00
Funded debt, as per last report	350,000 00
The amount now of funded debt, (classified and	
date of maturity,) as follows:	
1st mortgage bonds, Germantown proper, (date	
of maturity, due 1879,).....	250,000 00
1st mortgage bonds, Girard Park and Delaware	
River, (date of maturity, due 1884,)	100,000 00

Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt ...	None.
Average rate per cent. per annum of interest on funded debt, 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends declared: December 27, 1869, 3 per cent., and June, 1869, 3 per cent.	
Number of shares of stock	20,000
Par value of each share.....	\$50 00
Amount paid in on each share: Old Germantown Passenger railway company	15 00
Amount of capital on which the respective divi- dends were declared	<u>1,000,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$562,270 00</u>	<u>\$562,270 00</u>

CHARACTERISTICS OF ROAD.

Length of road laid: A fraction less than.....	25½ miles.
Length of double track, including sidings.....	8¾ "
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	9
Number of depots	3
Number of first class passenger cars, (two horses,)	59
Average value of each.....	\$600 00
Number of second class passenger cars, (one horse,)	None.
Number of passengers that may be seated in each car	22
Number of other cars	None.
Number of horses owned by the company.....	360
Average value of each, including harness.....	\$80 00
Number of mules owned by the company.....	1
Value of real estate held, exclusive of road way..	\$74,500 00

Number of trips each day: Nine cars run eight trips, thirteen cars run eleven trips, and nine cars average a little over five trips each, and ten by sixteen cars.

How is track laid and on what foundation? White pine cross-ties and seven by nine stringers.

Describe the route of your road in detail, giving the streets occupied and connections with other roads: From Diamond street to Germantown and return; from Diamond street to Dickerson street, via Germantown road and Fourth street, and return via Eighth street; and from Fairmount park, along Girard avenue, to Palmer street; along Palmer street to Shackamaxon, along Shackamaxon to Girard avenue, returning.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

Total, estimated for twelve months.....	4,050,000
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EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$6,775 94
Taxes on real estate	1,439 13
Total.....	8,215 07

Operating the road:

On account of horses	\$14,697 50
Harness and repairs, repairs to cars and horse shoeing: Included in miscellaneous.	
Hay, feed and straw	60,489 16
Wages	36,807 93
Insurance, watchmen, switchmen, hostlers, pay-roll, wages and general expenses of stable: Included in miscellaneous.	

Conductors and drivers.....	\$67,003 17
Fluid, fuel, oil, gas and damages for injuries of persons : Included in miscellaneous.	
Miscellaneous	51,987 91
Total.....	<u>230,990 67</u>

RECEIPTS.

Months.	From passengers.	Manure.	Sale of horses.	Total.
December, 1868.....	\$24,766 16	\$407 41	.....	\$26,053 32
January, 1869.....	23,155 39	421 59	\$431 00	24,983 48
February, 1869.....	21,241 91	407 08	786 00	23,221 74
March, 1869.....	25,201 06	392 91	985 00	27,634 22
April, 1869.....	26,340 47	406 88	916 50	28,689 60
May, 1869.....	29,525 73	408 29	770 00	31,882 77
June, 1869.....	30,207 19	465 58	1,115 00	32,729 77
July, 1869.....	30,672 26	420 46	650 00	32,693 22
August, 1869.....	30,539 07	417 49	255 00	32,260 81
September, 1869.....	28,810 05	411 29	240 00	30,410 84
October, 1869.....	28,692 45	422 33	185 00	30,275 03
November, 1869.....	25,738 38	417 66	.....	27,228 29
Total.....	324,890 12	4,998 97	6,833 50	348,021 09

Summary of payments :

For maintaining and operating the road	\$209,528 85
For interest.....	24,500 00
For dividends, (January, \$30,000, July, \$30,000.)..	60,000 00
For new passenger cars and horses	14,697 50
For payment for taxes on personal property.....	1,439 13
For State tax on capital stock	2,500 00
For United States tax.....	11,040 26
Total.....	<u>323,705 74</u>

ACCIDENTS.

	Killed.	Injured.
Total	<u>1</u>	<u>2</u>

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

One child killed and two grown persons injured ; place and time not recollected.

NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address.
Adam Warthman.....	Philadelphia.
Joseph Singerly.....	Philadelphia.
John Robbins.....	Philadelphia.
Wm. T. Carter.....	Philadelphia.
Lewis Scout.....	Philadelphia.
Adam Warthman, President.....	Philadelphia.
Joseph Singerly, Secretary.....	Philadelphia.
Joseph Singerly, Treasurer.....	Philadelphia.

(No. 120.)

GIRARD COLLEGE.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County,

Personally appeared Edward B. Edwards, president, and William S. Blight, treasurer, of the Girard College Passenger railway company, and in due form of law made oath and affirmation, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) E. B. EDWARDS, *President.*
 WM. S. BLIGHT, *Treasurer.*

Sworn and subscribed before me, this }
 17th day of November, 1869. }

J. R. MASSEY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed, (shares,).....	10,000 00
Amount paid in as by last report	170,000 00
Total amount now paid in of capital stock.....	170,000 00
Date and rate per cent. per annum of dividend or dividends: Jan. 7, 1869, \$1 00 per share; July 14, 1869, \$1 00 per share.	
Number of shares of stock	10,000
Par value of each share	\$50 00
Amount paid in on each share	17 00
Amount of capital on which the respective divi- dends were declared.....	170,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$171,712 30</u>	<u>\$173,657 08</u>

CHARACTERISTICS OF ROAD.

Length of road laid	5.4 miles.
Gauge of road	5 ft. 2 in.
Weight of rail per yard on main track	45 lbs.
Number of car houses, shops and stables	1
Number of depots	1
Number of first class passenger cars, (two horses,)	25
Average value of each, (cost when new,)	\$775 00
Number of passengers that may be seated in each car	24
Number of horses owned by the company	135
Value of real estate held, exclusive of road way, (assessed value,)	\$50,000 00
Number of trips each day	212
How is track laid, and on what foundation? Gravel foundation, white pine stringers and ties.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Ridge Avenue, Ninth street, Tenth street and Arch street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

No account kept.

Expenses of maintaining the road or real estate of the corporation, and operating the road:

Horse account	\$4,507 00
Insurance account	391 66
Damage account	220 00
Taxes account	10,426 27
Running expenses account	32,909 62
Stable account	29,442 54
Harness repair account	1,055 41
Car repair account	4,641 76
Road repair account	6,600 02
Blacksmith account	4,705 58
Expense account	6,477 86
Total	<u>101,377 72</u>

RECEIPTS FROM PASSENGERS.

November, 1868.....	\$10,016 08	June, 1869.....	12,887 85
December, 1868.....	10,448 44	July, 1869.....	12,517 22
January, 1869.....	9,473 82	August, 1869.....	12,267 84
February, 1869.....	8,558 99	September, 1869.....	12,853 34
March, 1869.....	10,381 05	October, 1869.....	12,791 88
April, 1869.....	11,531 50		
May, 1869.....	13,156 94	Total.....	<u>136,884 95</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Lambert	Philadelphia.
William S. Grant	Philadelphia.
Andrew A. Butler.....	Philadelphia.
Henry Norris.....	Philadelphia.
William T. Carter.....	Philadelphia.
Edward B. Edwards.....	President.
William S. Blight.....	Secretary and Treasurer.

(No. 121.)

GREEN AND COATES STREET.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Henry Budd, president, and John B. Moffitt, treasurer, of the Green and Coates Street Philadelphia Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) H'Y BUDD, *President.*
 J. B. MOFFITT, *Treasurer.*

Sworn and subscribed before me, this }
 4th day of January, 1870. }

J. R. MASSEY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	150,000 00
Amount paid in as by last report	150,000 00
Total amount now paid in of capital stock	150,000 00
Funded debt, as per last report	100,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 15, 1878,)	100,000 00
Floating debt, as by last report	None.
Total amount now of floating and funded debt ...	100,000 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends: January 11, \$1 per share; July 11, \$1 50 per share.	
Number of shares of stock	10,000
Par value of each share	\$50 00

Amount paid in on each share	\$15 00
Amount of capital on which the respective dividends were declared	<u>500,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$236,219 95</u>	<u>\$239,745 61</u>

CHARACTERISTICS OF ROAD.

Length of road laid	4.84 miles.
Length of double track, including sidings .....	.25 "
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track	45 pounds.
Number of car houses, shops and stables	5
Number of depots	2
Number of first class passenger cars, (two horses,)	39
Average value of each	\$800 00
Number of second class passenger cars, (one horse,)	8
Average value of each	\$600 00
Number of passengers that may be seated in each car	20
Number of horses owned by the company	198
Average value of each, including harness	\$75 00
Value of real estate held, exclusive of road way ..	70,279 52
Average weight in pounds of passenger cars, exclusive of passengers and baggage	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day	348
How is track laid, and on what foundation? On white and yellow pine stringers.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Depot situated at Twenty-fourth and Coates streets. The streets occupied—down Green to Oak, along Oak to Coates, out Coates to Fairmount park; also, down Green to Fourth, down Fourth to Dickerson,

up Dickerson to Eighth, up Eighth to Coates; thence, on Coates, to Fairmount park.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

No account kept.

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$3,955 31
Repairs of buildings: Included in running expenses.	
Taxes on real estate.....	1,655 85
Total.....	<u>5,611 16</u>

Operating the road:

On account of horses	\$7,472 00
Harness and repairs.....	1,305 12
Repairs to cars	7,665 24
Horse shoeing.....	4,751 95
Hay and feed	32,580 35
Office expenses, stationery and depot expenses: In- cluded in running expenses.	
Salaries	4,192 07
Insurance.....	1,406 28
Hostlers, pay-roll.....	9,830 30
Running expense.....	13,735 49
Conductors and drivers and receivers.....	36,722 68
State and city taxes.....	3,756 16
United States taxes.....	5,589 51
Interest on mortgage and ground rents.....	1,500 57
Total.....	<u>130,507 72</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Horn.....	Philadelphia.
George H. Colket	Philadelphia.
H. R. Chambers.....	Philadelphia.
J. B. Altemus.....	Philadelphia.
A. M. Fox.....	Philadelphia.
Peter C. Erben.....	Philadelphia.
Matthew Brookes	Philadelphia.
George Gordan.....	Philadelphia.
W. H. Kemble.....	Philadelphia.
Thomas S. Dixon	Philadelphia.
Charles Wister.....	Philadelphia.
Coffin Colket.....	Philadelphia.
Henry Budd, President.....	Philadelphia.
John B. Moffitt, Secretary and Treasurer	Philadelphia.

(No. 122.)

HARRISBURG CITY.

STATE OF PENNSYLVANIA, }
Dauphin County, } ss:

Personally appeared A. O. Hiester, president, and David Fleming, treasurer, of the Harrisburg City Passenger railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) A. O. HIESTER, *President.*

D. FLEMING, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of November, 1869. }

JOHN MAGLAUGHLIN, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$75,000 00
Amount of stock subscribed	43,475 00
Amount paid in as by last report.....	41,994 77
Total amount now paid in of capital stock.....	41,994 77
Funded debt, as per last report	9,950 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, January 1, 1880,)	9,950 00
Floating debt, as by last report.....	2,062 92
The amount now of floating debt, about	1,954 75
Total amount now of floating and funded debt...	11,904 75
Average rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date, and rate per cent. per annum of dividend or dividends	None declared
Number of shares of stock, (authorized,).....	3,000
Par value of each share	\$25 00
Amount paid in on each share subscribed, about..	24 00
Amount of capital on which the respective dividends were declared	None declared

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, (estimated,).....	\$49,287 07	\$49,287 07
Equipment, (estimated,).....	10,832 48	10,832 48
Total cost	<u>60,119 55</u>	<u>60,119 55</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	2 miles.
Length of double track, including sidings.....	700 feet.
Gauge of road.....	5 ft. 2½ in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables: One car house and stabling; no shops.	
Number of depots, (including car house and stable,).....	1
Number of first class passenger cars, (two horses,).....	5
Average value of each	\$500 00
Number of second class passenger cars, (one horse,).....	None.
Number of passengers that may be seated in each car, about.....	16
Number of other cars	None.
Number of horses owned by the company.....	11
Average value of each, including harness.....	\$100 00
Number of mules owned by the company	2
Value of real estate held, exclusive of road way, about	\$10,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage	Cannot tell.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day, (each car,).....	15
How is track laid, and on what foundation? On stringers laid on cross-ties.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Begins at Pennsylvania railroad, foot of Market street, runs up Market to Second, up Second to Walnut, out Walnut to Third, up Third to Broad,

out Broad to Sixth, up Sixth to M'Clay street, at old Camp Curtin grounds.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR, (ESTIMATED.)

November, 1868.....	13,343	June, 1866.....	11,331
December, 1868.....	9,356	July, 1869.....	13,463
January, 1869.....	7,911	August, 1869.....	12,091
February, 1869.....	6,837	September, 1869.....	12,107
March, 1869.....	7,661	October, 1869.....	9,480
April, 1869.....	9,514		
May, 1869.....	11,252	Total.....	124,346

EXPENSES.

Items under this head are not kept separately upon our books, but are blended together, making in the aggregate, inclusive of the United States tax of $2\frac{1}{2}$ per cent. on our gross receipts, the sum of \$7,058 45.

RECEIPTS.

Months.	From passengers.	Other sources.	Total.
November, 1868.....	\$667 15	.....	\$667 15
December, 1868.....	467 81	\$1 00	468 81
January, 1869.....	395 55	936 00	1,331 55
February, 1869.....	341 87	74 00	415 87
March, 1869.....	383 05	45 00	428 05
April, 1869.....	475 70	.....	475 70
May, 1869.....	562 61	7 00	569 61
June, 1869.....	566 56	.....	566 56
July, 1869.....	673 14	.....	673 14
August, 1869.....	604 54	.....	604 54
September, 1869.....	605 34	.....	605 34
October, 1869.....	474 03	.....	474 03
Total.....			7,280 35

Summary of payments :

For maintaining and operating the road	\$6,903 01
For interest.....	None paid.
For dividends	None declared
For new passenger cars and horses.....	None bought.
For payment for taxes on personal property.....	None paid.
For payments to loan account	None.
For miscellaneous	None.
For payments made to surplus funds	None.

For State tax on capital stock	None.
For United States tax	\$155 44
Total	<u>7,058 45</u>

Total amount of surplus fund, being excess of receipts over expenditures for the year	<u>\$221 90</u>
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. O. Hiester	Harrisburg, Pa.
John A. Smull	Harrisburg, Pa.
David Fleming	Harrisburg, Pa.
R. A. Lamberton	Harrisburg, Pa.
John Brady	Harrisburg, Pa.
Daniel Eppley	Harrisburg, Pa.
A. O. Hiester, President	Harrisburg, Pa.
John A. Smull, Secretary	Harrisburg, Pa.
David Fleming, Treasurer	Harrisburg, Pa.

(No. 123.)

HESTONVILLE, MANTUA AND FAIRMOUNT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Charles Lennig, president, and Charles P. Hastings, treasurer, of the Hestonville, Mantua and Fairmount Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) CHARLES LENNIG, *President.*

CHARLES P. HASTINGS, *Treasurer.*

Sworn and subscribed before me, this }
 24th day of November, 1869. }

J. P. DELANEY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,050,000 00
Amount of stock subscribed: All subscribed and accounted for as full paid.	
Amount paid in as by last report	306,390 36
Total amount now paid in of capital stock	306,390 36
Funded debt, as per last report	165,700 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July, 1874,)	\$25,900 00
2d mortgage bonds, (considered fraudulent, being disputed,)	13,500 00
3d mortgage bonds, (date of maturity, December, 1880,)	125,000 00
	<hr/>
	164,400 00
Floating debt, as by last report	3,292 33
The amount now of floating debt	1,500 00
Total amount now of floating and funded debt ...	165,900 00

Average rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; 3d mortgage, 7 per cent.

Date and rate per cent. per annum of dividend or dividends: December 1, 1868, 20 cents per share.

Number of shares of stock.....	41,000
Par value of each share.....	\$50 00
Amount paid in on each share.....	Not known.
Amount of capital on which the respective dividends were declared.....	<u>2,050,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$390,622 94	\$390,622 94
Equipment.....	82,065 75	79,995 75
Total cost.....	<u>472,688 69</u>	<u>470,618 69</u>

CHARACTERISTICS OF ROAD.

Length of road laid, (estimated 11 miles.).....	80 squares.
Length of double track, including sidings.....	23 "
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track, about....	43 lbs.
Number of car houses, shops and stables.....	5
Number of depots.....	2
Number of first class passenger cars, (two horses,)	56
Average value of each.....	\$700 00
Number of second class passenger cars, (one horse,)	1
Number of passengers that may be seated in each car.....	20
Number of other cars.....	None.
Number of horses owned by the company.....	339
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway..	\$62,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	2,800

Average rate of speed adopted by passenger cars,
including stops, (miles per hour.).....

5

Number of trips each day: 16 cars 12 trips; 24
cars 7 and 8 trips; 3 cars 17 trips.

How is track laid and on what foundation? White
pine foundation.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. The cars occupy Arch, Race and Vine streets, from Delaware to Schuylkill rivers; Race and Vine street cars also passing over Wire bridge at Schuylkill river, and occupying Bridge street, Lancaster avenue and Haverford street, West Philadelphia, to and from Forty-first street; also occupying Hamilton street, from Callowhill to Twenty-second street; Twenty-second, from Hamilton to Race; Twentieth street, from Callowhill to Arch; Twenty-first, from Arch street to Callowhill, and from Callowhill street to Schuylkill river.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

November, 1868.....	294, 442	June, 1869.....	346, 058
December, 1868.....	309, 139	July, 1869.....	351, 916
January, 1869.....	290, 907	August, 1869.....	340, 715
February, 1869.....	265, 094	September, 1869.....	334, 169
March, 1869.....	310, 762	October, 1869.....	339, 511
April, 1869.....	342, 901		
May, 1869.....	354, 361	Total.....	3, 880, 875

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$13,465 46
Repairs of buildings	1,006 90
Taxes on real estate	3,736 75
Total.....	18,209 11

Operating the road:

On account of horses	\$16,204 50
Harness and repairs	1,865 27

Repairs to cars	\$13,329 53
Horse shoeing	7,240 53
Hay and feed	66,299 57
Office expenses, stationery and depot expenses.....	8,923 67
Salaries,	4,645 69
Insurance	1,616 25
Watchmen, switchmen, hostlers, pay-roll, included in other accounts.	
General expenses of stable,	19,383 92
Conductors and drivers	54,801 25
Oil	548 38
Damages by collision, &c.	488 16
Total	<u>195,346 72</u>

RECEIPTS.

Months.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1868	\$19,138 76		\$416 47	\$867 05	\$20,422 28
December, 1868	20,094 09	\$500 00	515 54	10,297 05	31,406 68
January, 1869	18,908 96	25 00	734 50	820 30	20,458 76
February, 1869	17,289 61	35 00		1,530 93	18,855 54
March, 1869	20,199 57	510 00		2,317 09	23,026 66
April, 1869	22,288 59	35 00		906 60	23,230 19
May, 1869	23,033 52	35 00	1,370 40	1,209 95	25,648 87
June, 1869	22,493 79	510 00		1,677 19	24,680 98
July, 1869	22,874 59	32 00		1,068 20	23,974 79
August, 1869	22,146 49	34 24	855 16	633 65	23,669 54
September, 1869	21,721 01	512 00	362 91	546 50	23,142 42
October, 1869	22,068 25	25 00		3,287 11	25,380 36
Total	252,257 23	2,253 24	4,254 98	25,161 62	283,927 07

Summary of payments:

For maintaining and operating the road	\$213,555 83
For dividends	7,719 30
For new passenger cars and horses, and payment for taxes on personal property, in statement maintaining and operating the road.	
For State tax on capital stock: Balance for July, 1865 and 1866, \$676 50; 1867, \$676 50; 1868, \$615	1,968 00
For United States tax	5,343 22
Total	<u>228,586 35</u>

ACCIDENTS.

	Killed.	Injured.
Others.....	1	1
	=	=

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

March 18, 1869. John Van Arsdale killed on Twentieth street, between Arch and Race, while attempting to jump from the front platform of the car in motion, without signalling his intention to the driver. Thirteen years old.

October 29, 1869. Michael Kelly, leg broken by being run over on Vine street, between Fourth and Fifth streets, in attempting to cross in front of the car while in motion.

Company, in both cases, exonerated from all blame.

NAMES AND RESIDENCE OF OFFICERS.

Officers.	Post office address.
Alfred G. Baker.....	210 Chestnut street.
Wm. H. Sowers.....	412 Commerce street.
Wm. H. Gregg.....	28 South Front street.
Charles H. Cummings.....	S. E. cor. Water and Race sts.
E. Henry Thouron.....	2003 Arch street.
Charles Lennig, President.....	112 South Front street.
Chas. P. Hastings, Sec. and Treas.....	2562 Callowhill street.

(No. 121.)

LOMBARD AND SOUTH STREETS.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Moses A. Dropsie, president, and Aaron Lazarus, treasurer, of the Lombard and South Streets Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) MOSES A DROPSIE, *President.*
 AARON LAZARUS, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of November, 1869. }

THOS. DALLAS, *Ex-officio J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	250,000 00
Amount paid in as by last report	90,000 00
Total amount now paid in of capital stock	90,000 00
Funded debt, as per last report	62,500 00
The amount now of funded debt, classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1883,) ..	62,500 00
Floating debt, as by last report	10,500 00
The amount now of floating debt	11,462 20
Total amount now of floating and funded debt ...	73,962 20
Average rate per cent. per annum of interest on funded debt, 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	10,000
Par value of each share	\$25 00
Amount paid in on each share	9 00

COST OF ROAD AND EQUIPMENT.

By last report. By present report.

Construction and equipment, total		
cost	\$165,627 28	\$166,567 28

CHARACTERISTICS OF ROAD.

Length of road laid.....	4 $\frac{51}{100}$ miles.
Length of double track, including sidings.....	$\frac{69}{100}$ "
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	2
Number of depots.....	1
Number of first class passenger cars, (two horses,)	17
Average value of each.....	\$500 00
Number of second class passenger cars, (one horse,)	None.
Number of passengers that may be seated in each car	20
Number of other cars.....	3
Number of horses owned by the company.....	113
Average value of each, including harness.....	\$75 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of roadway...	\$12,000 00
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day	210
How is track laid, and on what foundation? Gravel, white pine stringers and cross-ties.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Commences at the United States arsenal, on the Schuylkill river; thence along Sutherland avenue to South street; thence along Chippewa street to Lombard street, down Lombard to Front, along Front to Dock, down Dock to Delaware avenue; thence return by Dock and Front to South street; thence westward along South to Chippewa Connects with all roads running north and south.

STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE
YEAR.

Total, (estimated,)	\$1,450,000 00
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EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$1,172 73
Repairs of buildings.....	611 70
Taxes on real estate	165 90
Total.....	<u>1,950 33</u>

Operating the road :

On account of horses	\$4,100 94
Harness and repairs	241 15
Repairs to cars	1,419 00
Horse shoeing and blacksmithing	2,700 00
Hay, feed and straw	22,235 82
Office expenses, stationery and depot expenses....	2,202 54
Salaries	2,600 00
Insurance	453 50
Watchmen, switchmen, hostlers, pay-roll, general expenses of stable and conductors and drivers..	25,898 73
Fluid, fuel, oil and gas.....	342 93
Damages for injuries of persons.....	1,911 05
Total.....	<u>64,105 66</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders, sale of bonds and other sources,	<u>None.</u>
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RECEIPTS.

Months.	From passengers.	Manure.	Other sources.	Total.
November, 1868.....	\$5,246 72			
December, 1868.....	5,663 73			
January, 1869.....	4,968 90			
February, 1869.....	4,576 13			
March, 1869.....	5,214 92			
April, 1869.....	5,702 87			
May, 1869.....	6,230 37			
June, 1869.....	6,557 09			
July, 1869.....	7,289 58			
August, 1869.....	7,555 49			
September, 1869.....	6,953 59			
October, 1869.....	6,307 81			
Total.....	72,267 20	\$1,454 50	\$4,656 60	\$78,378 30

Summary of payments :

For construction	\$940 00
For maintaining and operating the road	66,055 99
For interest	5,219 87
For dividends	None.
For new passenger cars and horses.....	None.
For payment for taxes on personal property.....	232 90
For payments to loan account	None.
For miscellaneous	2,946 11
For payments made to surplus funds.....	None.
For State tax on capital stock.....	297 00
For United States tax.....	2,831 94
Total.....	<u>78,523 81</u>
Total amount of balance, October 31, 1869.....	<u>\$273 24</u>

ACCIDENTS.

INJURED—Others..... 1

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

May 17, 1869. A small boy was run over and slightly injured

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Moses A. Dropsie.....	Philadelphia.
Charles C. Mackey.....	Philadelphia.
John Q. Adams	Philadelphia.
Jacob S. Bamberger.....	Philadelphia.
Mayer Sulzberger.....	Philadelphia.
Moses A. Dropsie, President	Twenty-fifth and South sts.
Aaron Lazarus, Sec'y and Treas.	Philadelphia.

(No. 125.)

OAKLAND AND EAST LIBERTY.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared Clemens Hoeveler, acting president and treasurer of the Oakland and East Liberty Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) C. HOEVELER, *Acting Pres't and Treas.*

Sworn and subscribed before me, this }
 27th day of December, 1869. }

AND. HUMBERT, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed	59,500 00
Amount paid in as by last report	All.
Total amount now paid in of capital stock	59,500 00
Funded debt, as per last report	17,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, about 1882,)	17,000 00
Floating debt, as by last report	43,094 50
The amount now of floating debt	50,163 15
Total amount now of floating and funded debt ...	67,163 15
Average rate per cent. per annum of interest on funded debt: 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	1,190
Par value of each share	\$50 00

RAILROAD REPORT.

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Amount paid in on each share.....	All.
Amount of capital on which the respective dividends were declared	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$87,017 21	\$93,017 21
Equipment	18,410 00	25,875 00
Total cost.....	<u>105,427 21</u>	<u>118,892 21</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	5 miles.
Length of double track, including sidings.....	2 $\frac{1}{4}$ "
Gauge of road.....	5 $\frac{1}{2}$ feet.
Weight of rail per yard on main track: Main track, 43 lbs., T rail, 22 lbs.	
Number of car houses, shops and stables: One car house, two stables and two shops.	
Number of depots	1
Number of first class passenger cars, (two horses,)	6
Average value of each	\$1,000 00
Number of second class passenger cars, (two horses,)	8
Average value of each.....	\$700 00
Number of passengers that may be seated in each car,	16
Number of other cars: 8 sleighs, 4 wagons, 2 carts, 1 salt car.	
Number of horses owned by the company.....	81
Average value of each, including harness.....	\$125 00
Number of mules owned by the company.....	2
Value of real estate held, exclusive of road way..	\$15,000 00
Average weight in pounds of passenger cars, ex- clusive of passengers and baggage	3,500 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day	88
How is track laid, and on what foundation? On ties and string pieces.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Market street up Fourth avenue to Grant, Grant to Diamond, Diamond to Fifth street, to Fifth avenue and Farmers' and Mechanics' turnpike.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

November, 1868.....	64,719	June, 1869.....	72,776
December, 1868.....	52,442	July, 1869.....	80,835
January, 1869.....	56,788	August, 1869.....	75,274
February, 1869.....	50,358	September, 1869.....	65,141
March, 1869.....	56,269	October, 1869.....	62,143
April, 1869.....	64,026		
May, 1869.....	69,293	Total.....	<u>770,064</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$2,885 48
Repairs of buildings	502 59
Taxes on real estate.....	471 96
Total.....	<u>3,860 03</u>

Operating the road :

On account of horses	\$3,545 00
Harness and repairs.....	115 66
Repairs to cars	1,207 31
Horse shoeing.....	363 76
Hay and feed	13,288 53
Office expenses, stationery, depot expenses and rent,	733 81
Salaries : Included in pay-roll.	
Insurance.....	422 06
Watchmen, switchmen, hostlers, pay-roll.....	12,052 37
General expenses of stable	1,350 31
Conductors and drivers.....	8,048 13
Fluid, fuel, oil and gas	301 00
Damages for injuries of persons.....	None.
Total.....	<u>41,427 96</u>

RECEIPTS.

Months.	From pas- sengers.	Manure.	Other sources.	Total.
November, 1868.....	\$3,883 14			
December, 1868.....	3,146 54		\$73 00	
January, 1869.....	3,407 29		52 75	
February, 1869.....	3,021 50	\$150 00	55 00	
March, 1869.....	3,376 16		180 00	
April, 1869.....	3,841 58		90 00	
May, 1869.....	4,137 62		10 00	
June, 1869.....	4,366 57			
July, 1869.....	4,850 10		640 99	
August, 1869.....	4,516 46			
September, 1869.....	3,908 47			
October, 1869.....	3,728 62		325 42	
Total.....	46,204 05	150 00	1,427 16	\$47,781 21

Summary of payments :

For construction.....	\$3,388 07
For maintaining and operating the road.....	37,882 96
For improvements.....	1,528 66
For new passenger cars and horses.....	3,545 00
For payment for taxes on personal property.....	471 96
For United States tax.....	964 56
Total.....	<u>47,781 21</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Hon. Th. Mellon.....	Pittsburg.
C. Hoeveler.....	Pittsburg.
Jos. H. Hill.....	Pittsburg.
P. Madaira.....	Pittsburg.
F. De Haan.....	Pittsburg.
Hon. Thomas Mellon, President.....	Pittsburg.
F. De Haan, Secretary.....	Pittsburg.
Clemens Hoeveler, Treasurer and Acting President.....	Pittsburg.

(No. 126.)

PEOPLE'S STREET.

STATE OF PENNSYLVANIA, }
Luzerne County, } ss:

Personally appeared James Blair, president, and Alfred Hand, treasurer, of the People's Street railway company of Luzerne county, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAMES BLAIR, *President.*
 ALFRED HAND, *Treasurer.*

Sworn and subscribed before me, this }
 5th day of January, 1870. }

ISAAC J. POST, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, (with privilège of increase necessary to complete road,)	\$80,000 00
Amount of stock subscribed	125,300 00
Amount paid in as by last report	104,028 45
Total amount now paid in of capital stock	125,230 00
Funded debt, as per last report	None.
The amount now of funded debt	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Date and rate per cent. per annum of dividend or dividends: July 10, 1869, 6 per cent. out of earnings since November last, free of taxes.	
Number of shares of stock	1,252
Par value of each share	\$100 00
Amount paid in on each share	100 00
Amount of capital on which the respective dividends were declared	<u>124,800 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$97,198 88	\$112,043 56
Equipment	13,707 73	13,957 73
Total cost	<u>110,906 61</u>	<u>126,001 29</u>

CHARACTERISTICS OF ROAD.

Length of road laid	9½ miles.
Length of double track, including sidings	800 feet.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	25 pounds.
Number of car houses, shops and stables	5
Number of depots	None.
Number of first class passenger cars, (two horses,)	6
Average value of each	\$1,100 00
Number of second class passenger cars, (one horse,)	3
Average value of each	\$400 00
Number of passengers that may be seated in each car: In double car, 24; single, 16.	
Number of other cars	4
Number of horses owned by the company	32
Average value of each, including harness	\$200 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of road way ..	\$9,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage: Large, 4,800; small, 3,900.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	7
Number of trips each day, average	15
How is track laid and on what foundation? Ties, earth and gravel.	

Describe the route of your road in detail, giving the streets occupied and connections with other roads: The Providence route is from the depot of the Delaware, Lackawanna and Western railroad company, through Lackawanna and Wyoming avenues, Mul-

berry street and Penn avenue, by the old plank road to Providence. The Green Ridge route runs by Penn avenue to Green Ridge and Providence. The Dunmore line runs through Lackawanna, Jefferson and Madison avenues to Dunmore and plane No. 6 of Pennsylvania coal company's railroad. The Hyde Park line through Lackawanna avenue and Wyoming avenue, in Hyde Park, through Jackson street to Main street, Hyde Park.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

November, 1868.....	25,218	June, 1869.....	25,096
December, 1868.....	20,065	July, 1869.....	26,500
January, 1869.....	18,660	August, 1869.....	25,275
February, 1869.....	21,372	September, 1869.....	30,455
March, 1869.....	27,243	October, 1869.....	26,503
April, 1869.....	20,740		
May, 1869.....	23,725	Total.....	290,852

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$1,040 00
Repairs of buildings	100 00
Taxes on real estate	25 00
Total	<u>1,165 00</u>

Operating the road:

On account of horses	\$1,442 00
Harness and repairs, repairs to cars, horse shoeing, hay and feed, office expenses, stationery and de- pot expenses, salaries, insurance, watchmen, switchmen, hostlers, pay-roll, general expenses of stable, conductors and drivers, fluid, fuel, oil and gas—all included in one account, called ex- pense account.....	15,883 79
Damages for injuries of persons	100 00
Total.....	<u>17,425 79</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders \$24,048 45

RECEIPTS.

Months.	From pas- sengers.	Rent.	Other sources.	Total.
November, 1868	\$2, 269 62	.....	.....	.....
December, 1868	1, 805 93	.....	.....	.....
January, 1869	1, 679 38	.....	.....	.....
February, 1869	1, 923 48	.....	.....	.....
March, 1869	2, 451 90	.....	.....	.....
April, 1869	1, 869 67	.....	.....	.....
May, 1869	2, 135 31	.....	.....	.....
June, 1869	2, 258 69	.....	.....	.....
July, 1869	2, 384 93	.....	.....	.....
August, 1869	2, 274 77	.....	.....	.....
September, 1869	2, 740 86	.....	.....	.....
October, 1869	2, 385 21	.....	.....	.....
Total	26, 179 75	\$178 93	\$1, 362 78	\$27, 721 46

Summary of payments :

For construction	\$12,845 11
For maintaining and operating the road	17,425 79
For dividends	6,240 00
For miscellaneous	400 58
For payments made to surplus funds	6,943 95
For State tax on capital stock and net earnings ..	432 59
For United States tax	1,248 72
Total	<u>45,536 74</u>
Total amount of surplus fund	<u>\$6,943 95</u>

ACCIDENTS.

	Killed.	Injured.
Others	1	1
	=	=

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

About 5th June, 1869, Patrick Conway was found dead beside the track, late at night, supposed to have been lying upon the

track, intoxicated. The car passed over his neck and shoulder. The car was immediately stopped, and life was extinct when the first person reached him. Deceased was lying a few rods beyond the Lackawanna bridge, between Scranton and Providence.

July, 1869, Lewis S. Watrus, Esq, was struck by the pole of the car while crossing Lackawanna avenue, in the evening. His attention was probably attracted by a band of music, and while the car was passing he stepped in front of the horses, was knocked down and run upon by the car. He was severely bruised, and confined to the house several weeks.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James Blair.....	Scranton.
Joseph H. Scranton.....	Scranton.
W. W. Winton.....	Scranton.
John B. Smith.....	Dunmore.
T. F. Hunt.....	Scranton.
Ira Tripp.....	Scranton.
Daniel Howell.....	Hyde Park.
Sanford Grant.....	Scranton.
Alfred Hand.....	Scranton.
James Blair, President.....	Scranton, Pa.
Alfred Hand, Secretary and Treasurer.....	Scranton, Pa.

(No. 127.)

PHILADELPHIA CITY.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss:

Personally appeared Coffin Colket, president, and Wm. W. Colket, treasurer, of the Philadelphia City Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) C. COLKET, *President.*
 W. W. COLKET, *Treasurer.*

Sworn and subscribed before me, this }
 19th day of November, 1869. }

J. R. MASSEY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$750,000 00
Amount of stock subscribed.....	750,000 00
Amount paid in as by last report.....	225,000 00
Total amount now paid in of capital stock	225,000 00
Funded debt, as per last report	200,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, January 1, 1881,)	200,000 00
Floating debt, as by last report	21,264 71
The amount now of floating debt	21,264 71
Total amount now of floating and funded debt....	221,264 71
Average rate per cent. per annum of interest on funded debt: 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends: January and July, \$1 50 per share.	
Number of shares of stock	15,000
Par value of each share	\$50 00

Amount paid in on each share	\$15 00
Amount of capital on which the respective dividends were declared	<u>750,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$355,547 16	\$355,547 16
Equipment	<u>90,717 55</u>	<u>90,717 55</u>
Total cost	<u>446,264 71</u>	<u>446,264 71</u>

CHARACTERISTICS OF ROAD.

Length of road laid	7 miles 363 ft.
Gauge of road	5 feet 2½ in.
Weight of rail per yard on main track : 55 pounds four miles, and 45 pounds three miles.	
Number of car houses, shops and stables : 1 car house, 2 shops and 1 stable.	
Number of depots	1
Number of first class passenger cars, (two horses,)	46
Average value of each	\$800 00
Number of passengers that may be seated in each car	20
Number of other cars	1
Number of horses owned by the company	292
Average value of each, including harness	\$100 00
Number of mules owned by the company	1
Average weight in pounds of passenger cars, ex- clusive of passengers and baggage	3,700
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day	9
How is track laid and on what foundation? On string pieces and cross-ties, with gravel founda- tion.	

Describe the route of your road in detail, giving the streets oc-
cupied and connections with other roads : From Forty-second and

Chestnut street, down Chestnut to Front street, down Front to Walnut street, up Walnut to Twenty-second street, up Twenty-second to Chestnut, and on Chestnut street to Forty-first street. The Green and Coates and Germantown Passenger railway companies use the track on Walnut street from Fourth to Eighth street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

November, 1868.....	361, 110	June, 1869.....	379, 612
December, 1868.....	384, 398	July, 1869.....	351, 612
January, 1869.....	319, 788	August, 1869.....	329, 688
February, 1869.....	295, 113	September, 1869.....	367, 337
March, 1869.....	334, 525	October, 1869.....	395, 831
April, 1869.....	357, 490		
May, 1869.....	384, 648	Total.....	<u>4, 261, 152</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$6,635 13
Taxes on real estate	1,091 00
Total	<u>7,726 13</u>

Operating the road:

Car license.....	\$1,900 00
On account of horses	10,181 00
Harness and repairs	1,403 02
Repairs to cars	6,611 13
Horse shoeing and other blacksmithing.....	7,245 71
Hay and feed	42,721 12
Office expenses and stationery	810 57
Salaries: Included in pay-roll.	
Miscellaneous	6,438 49
Insurance.....	1,642 50
Watchmen, switchmen, hostlers, pay-roll.....	79,047 63
Straw	2,048 55
Conductors and drivers: Included in pay-roll.	
Fluid, fuel, oil and gas	1,870 40

Damages for injuries of persons.....	\$55 00
Engine and mill.....	2,029 89
Total.....	<u>163,955 01</u>

RECEIPTS.

Months.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1868.....	\$21,368 32		\$288 00		\$21,656 32
December, 1868.....	22,664 44		288 00	\$225 00	23,177 44
January, 1869.....	18,705 36	\$200 00	383 00		19,288 36
February, 1869.....	17,319 20		283 00		17,602 20
March, 1869.....	19,604 07		290 00	225 00	20,119 07
April, 1869.....	21,348 63		290 00	225 00	21,863 63
May, 1869.....	22,421 66	200 00	290 00	300 00	23,211 66
June, 1869.....	22,399 89		286 00	150 00	22,835 89
July, 1869.....	23,117 24		290 00	300 00	23,707 24
August, 1869.....	19,212 55			225 00	19,437 55
September, 1869.....	21,564 75				21,564 75
October, 1869.....	23,187 62		864 00	300 00	24,351 62
Total.....	249,913 73	400 00	3,552 00	1,950 00	255,815 73

Summary of payments :

For maintaining and operating the road	\$71,681 14
For interest.....	12,693 06
For dividends.....	45,000 00
For payment for taxes on personal property.....	492 32
For State tax on capital stock and income	4,062 35
For United States tax.....	8,826 47
Total.....	<u>242,755 34</u>

Total amount of surplus fund..... \$242,156 66

ACCIDENTS.

KILLED—Others 1

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

October 13. On Chestnut street, between Seventeenth and Eighteenth, a boy about twelve years of age, named Edward Tiers, fell in jumping off the front platform of a car, the wheels passing over his body, instantly killed him.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Wister	Germantown.
Z. C. Howell.....	Philadelphia.
George Williams.....	Philadelphia.
Amos Ellis.....	Philadelphia.
A. E. Dougherty.....	Philadelphia.
Wm. H. Kemble.....	Philadelphia.
Coffin Colket, President.....	4130 Chestnut st., Philadelphia.
W. W. Colket, Secretary and Treasurer.....	4130 Chestnut st., Philadelphia.

(No. 128.)

PHILADELPHIA AND GRAY'S FERRY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared S. Gross Fry, president, and Willis C. Foster, treasurer *pro tem.*, of the Philadelphia and Gray's Ferry Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) S. GROSS FRY, *President.*

W. C. FOSTER, *Treasurer pro tem.*

Sworn and subscribed before me, this }
 7th day of November, 1869. }

J. P. DELANEY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount paid in as by last report	285,307 00
Total amount now paid in of capital stock	285,307 00
Funded debt, as per last report	5,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1879,)...	5,500 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	5,500 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends: January, 4 per cent.; July, 4 per cent.; equal to 8 per cent. on capital paid in.	
Number of shares of stock	11,391
Par value of each share, increased to	\$50 00
Amount paid in on each share, (original par value,)	25 00
Amount of capital on which the respective dividends were declared	284,775 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	<u>\$293,548 14</u>	<u>\$295,000 69</u>

CHARACTERISTICS OF ROAD.

Length of road laid, (including Gray's Ferry and Fairmount branches,)	10 $\frac{3}{8}$ miles.
Length of double track, including sidings.....	2 $\frac{1}{2}$ "
Gauge of road	5 ft. 2 in.
Weight of rail per yard on main track.....	44 lbs.
Number of car houses, shops and stables.....	3
Number of depots	1
Number of first class passenger cars, (two horses,)	20
Average value of each	\$750 00
Number of second class passenger cars, (one horse,)	3
Average value of each	\$400 00
Number of passengers that may be seated in each car: 12 and 20 respectively.	
Number of other cars	3
Number of horses owned by the company.....	124
Average value of each, including harness.....	\$90 00
Value of real estate held, exclusive of road way ..	50,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day	210
How is track laid, and on what foundation? Usual way.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. From Gray's Ferry bridge along Gray's Ferry road and Twenty-third street to depot; along Spruce and Third streets to Exchange, at Third and Walnut; along Dock, Pine, Twenty-second, South and Gray's Ferry road to terminus.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

Total.....	1,700,000
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EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$2,675 50
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Operating the road:

On account of horses	\$880 00
Harness and repairs	145 22
Repairs to cars and re-building new cars	3,075 53
Horse shoeing	2,361 10
Hay and feed	18,890 28
Straw	498 02
Office expenses, stationery and depot expenses ...	747 77
Salaries	2,200 00
Insurance	135 00
Watchmen, switchmen, hostlers, pay-roll	9,515 06
General expenses of stable	97 05
Conductors and drivers	19,250 75
Fluid, fuel, oil and gas	678 75
Total	58,474 53

RECEIPTS.

Months.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1868	\$7,855 96				
December, 1868	7,096 66	\$250 00	\$455 00	\$677 38	
January, 1869	7,137 34			253 37	
February, 1869	6,155 73			245 00	
March, 1869	6,942 05		504 00	100 00	
April, 1869	7,256 39			245 00	
May, 1869	7,478 75			28 50	
June, 1869	6,893 35	250 00	430 50	573 66	
July, 1869	6,389 51				
August, 1869	5,712 90				
September, 1869	6,397 11		434 00		
October, 1869	6,880 06				
Total	82,195 81	500 00	1,823 50	2,122 91	\$86,642 22

Summary of payments :

For maintaining and operating the road	\$61,150 03
For interest, (coupons.).....	385 00
For dividends	22,838 50
For United States tax, &c.....	<u>2,107 00</u>

ACCIDENTS.

No accidents whatever.

NAMES AND RESIDENCE OF OFFICERS.

Directors.

Post office address.

Jno. P. M'Fadden, Fifteenth and Tioga streets	Philadelphia.
O. Hopkinson, 1424 Spruce street.....	Philadelphia.
C. F. Norton, 1521 Arch street.....	Philadelphia.
O. B. Evans, 600 North Tenth street.....	Philadelphia.
Lewis Blaylock, 1607 Mount Vernon street.....	Philadelphia.
S. Gross Fry, President, 2101 Green street.....	Philadelphia.
Willis C. Foster, Sec. and Treas. <i>pro tem.</i> , 1330 Rodman st. ...	Philadelphia.

(No. 129.)

PHILADELPHIA AND DARBY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared S Gross Fry, president, and Willis C. Foster, treasurer, of the Philadelphia and Darby railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) S. GROSS FRY, *President.*

W. C. FOSTER, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of January, 1870.

J. P. DELANEY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed.....	200,000 00
Amount paid in as by last report.....	160,000 00
Total amount now paid in of capital stock	200,000 00
Funded debt, as per last report.....	89,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1887,) ..	57,000 00
Floating debt, as by last report	None.
Total amount now of floating debt	None.
Total amount now of floating and funded debt ...	57,000 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Number of shares of stock	10,000
Par value of each share	\$20 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	\$250,419 53	\$258,419 53

CHARACTERISTICS OF ROAD.

Length of road laid.....	5 miles, 255 ft.
Length of double track, including sidings.....	3,281 feet.
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	42 pounds.
Number of car houses, shops and stables.....	3
Number of depots.....	1
Number of first class passenger cars, (two horses,)	10
Average value of each.....	\$500 00
Number of second class passenger cars, (one horse,)	3
Average value of each.....	\$200 00
Number of passengers that may be seated in each car respectively.....	20 and 12
Number of other cars.....	1
Number of horses owned by the company.....	47
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way..	\$50,000 00
Average weight in pounds of passenger cars, ex- clusive of passengers and baggage.....	4,000 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour.).....	6
Number of trips each day.....	32 round trips.
How is track laid, and on what foundation? On white pine string pieces, supported by white pine cross-ties, under ground.	

Describe the route of your road in detail, giving the streets occupied and connections with other roads: From Darby, in Delaware county, along the Darby plank road, to intersection of Woodlands street, in West Philadelphia: thence along Woodlands street to present terminus, at intersection of Market street, connecting with the Philadelphia City and West Philadelphia Passenger railways, at the junction.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

Total.....	<u>400,000</u>
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EXPENSES.

Maintaining the road or real estate of the corporation :

Taxes on real estate \$195 60

Operating the road :

Total..... \$26,593 25

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders..... \$40,000 00

RECEIPTS.

Months.	From passengers.	Manure.	U. S. Mail and other sources.	Total.
November, 1868.....	\$3, 139 17	.....	.....	.....
December, 1868.....	2, 616 06	.....	.....	.....
January, 1869.....	2, 639 35	.....	.....	.....
February, 1869.....	2, 192 42	.....	.....	.....
March, 1869.....	2, 632 42	.....	.....	.....
April, 1869.....	3, 429 64	.....	.....	.....
May, 1869.....	3, 946 32	.....	.....	.....
June, 1869.....	3, 862 24	.....	.....	.....
July, 1869.....	4, 285 77	.....	.....	.....
August, 1869.....	3, 914 98	.....	.....	.....
September, 1869.....	3, 409 38	.....	.....	.....
October, 1869.....	3, 031 60	.....	.....	.....
Total.....	39, 099 35	\$700 00	\$635 00	\$40, 434 35

Summary of payments :

For maintaining and operating the road \$26,788 85
 For interest..... 4,599 00
 For payments to loan account, (bonds retired)... 32,000 00
 For State tax on capital stock..... 320 00

ACCIDENTS.

No accidents.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Thompson.....	Reeseville, Chester county, Pa.
J. P. M'Fadden.....	Fifteenth and Tioga streets, Philadelphia.
C. Colket.....	1336 Spring Garden street, Philadelphia.
A. L. Bonnafon.....	Darby road and Sixtieth street, Philadelphia.
Luke Keegan.....	2318 Ashburton street, Philadelphia.
Willis C. Foster.....	1330 Rodman street, Philadelphia.
S. Gross Fry, President.....	N. W. cor. Twenty-first and Green sts., Phila.
Willis C. Foster, Sec. & Treas.,	1330 Rodman street, Philadelphia.

(No. 130.)

PITTSBURG, ALLEGHENY AND MANCHESTER.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared W. J. Kountz, president, and C. M. Seibert, treasurer, of the Pittsburg, Allegheny and Manchester Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) W. J. KOUNTZ, *President.*
 C. M. SEIBERT, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of November, 1869. }

FRANCIS TORRANCE, *N. P.*

STOCK AND DEBT.

Amount of stock subscribed	\$200,000 00
Amount paid in as by last report	124,000 00
Total amount now paid in of capital stock	140,000 00
Funded debt, as by last report	23,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, October 1, 1874,)	23,000 00
Floating debt, as by last report	16,950 00
The amount now of floating debt	2,433 57
Total amount now of floating and funded debt ...	25,433 57
Average rate per cent. per annum of interest on funded debt, 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends: November 1, 1868, 4 per cent	8,000 00
Number of shares of stock	4,000
Par value of each share	\$50 00
Amount paid in on each share	35 00
Amount of capital on which the respective dividends were declared	200,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$88,338 42	\$88,338 42
Equipment	54,785 00	55,780 55
Total cost	<u> </u>	<u>144,118 97</u>

CHARACTERISTICS OF ROAD.

Length of road laid	4 $\frac{3}{4}$ miles.
Length of double track, including sidings.	3 $\frac{1}{2}$ "
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track	45 pounds.
Number of car houses, shops and stables	2 of each.
Number of depots	3
Number of first class passenger cars, (two horses,)	28
Average value of each	\$1,000 00
Number of passengers that may be seated in each car,	22
Number of other cars	1 salt car.
Number of horses and mules owned by the company	153
Average value of each, including harness.	\$150 00
Value of real estate and buildings held, exclusive of road way	35,934 33
Average weight in pounds of passenger cars, exclusive of passengers and baggage	4,400
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) about	5
How is track laid, and on what foundation? On pine stringers and ties; street foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Main road; starting from Sixth street, (late St. Clair street,) Pittsburg, across Suspension bridge, to Federal street, Allegheny city, up Federal to Ohio street, along Ohio to Western avenue; thence to Bidwell street, along Bidwell street, to Ohio avenue, along Ohio avenue to Beaver avenue; thence to car house. The Rebecca Street branch turns off Federal street, Allegheny, and intersects

with main road corner of Ohio and Beaver avenues. Troy Hill branch turns off main line corner of Federal and Ohio streets, along Ohio street to car house, near Chestnut street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

November, 1868.....	180,917	June, 1869.....	210,348
December, 1868.....	196,847	July, 1869.....	214,182
January, 1869.....	182,682	August, 1869.....	211,074
February, 1869.....	158,617	September, 1869.....	210,526
March, 1869.....	183,364	October, 1869.....	204,702
April, 1869.....	188,238		
May, 1869.....	213,048	Total.....	<u>2,364,545</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$2,799 49
Repairs of buildings.....	790 50
Taxes on real estate.....	1,100 27
Total.....	<u>4,690 26</u>

Operating the road :

On account of horses.....	\$2,540 00
Harness and repairs.....	725 63
Repairs to cars.....	2,416 80
Horse shoeing.....	948 12
Hay and feed.....	16,964 80
Expense account.....	895 73
Salaries, pay-rolls, conductors and drivers.....	52,294 67
Insurance.....	826 90
Fluid, fuel, oil and gas.....	532 62
Total.....	<u>78,145 27</u>

RECEIPTS.

Months.	From passengers.	Manure.	Other sources.	Total.
November, 1868.....	\$10, 276 83			
December, 1868.....	11, 106 65			
January, 1869.....	10, 379 87	\$105 00		
February, 1869.....	8, 935 52	35 00		
March, 1869.....	10, 310 55	105 00		
April, 1869.....	10, 713 79			
May, 1869.....	12, 171 59	35 00		
June, 1869.....	11, 922 89	10 00		
July, 1869.....	12, 727 78	105 00		
August, 1869.....	11, 946 48	35 00		
September, 1869.....	11, 963 31			
October, 1869.....	11, 555 45	105 00		
Total.....	134, 010 21	525 00	\$150 85	\$134, 686 06

Summary of payments :

For maintaining and operating the road	\$82,835 53
For interest	2,534 63
For dividends.....	8,000 00
For right of way and tax on div. to Allegheny and Pittsburg	1,711 22
For bridge toll	5,000 00
For miscellaneous	720 72
For State tax on capital stock and earnings	1,179 29
For United States tax.....	4,898 13
Total.....	<u>106,879 52</u>
Total amount of surplus fund.....	<u>\$2,019 29</u>

ACCIDENTS.

	Killed.	Injured.
Passengers.....	0	2
Others.....	1	1
Total	<u>1</u>	<u>3</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. J. Kountz.....	Allegheny city.
D. H. S. Gilmore.....	Allegheny city.
Chas. E. Speer.....	Pittsburg.
A. Ackley.....	Allegheny city.
C. M. Seibert.....	McClure township.
Wm. J. Kountz.....	President.
C. M. Seibert.....	Secretary and Treasurer.

(No. 131.)

PITTSBURG AND BIRMINGHAM.

STATE OF PENNSYLVANIA, }
 _____ County, } ss :

Personally appeared William M. Hersh, president of the Pittsburgh and Birmingham Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WM. M. HERSH, *President.*

Sworn and subscribed before me, this }
 17th day of November, 1869. }

JAMES M. TAYLOR, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed	100,000 00
Amount paid in as by last report	82,000 00
Total amount now paid in of capital stock	88,000 00
Funded debt, as per last report	10,600 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, September 1, 1879,)	10,600 00
Floating debt, as by last report	30,081 89
The amount now of floating debt	44,931 42
Total amount now of floating and funded debt.	55,531 42
Average rate per cent. per annum of interest on funded debt, 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends: \$3 per share, credited to stock.	
Number of shares of stock	2,000
Par value of each share	\$50 00
Amount paid in on each share	44 00
Amount of capital on which the respective dividends were declared	100,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$85,328 92	\$87,823 01
Equipment	23,159 67	26,838 19
Total cost.....	<u>108,488 59</u>	<u>114,661 20</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	2 $\frac{6}{10}$ miles.
Length of double track, including sidings.....	2 $\frac{6}{10}$ "
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track	45 pounds.
Number of car houses, shops and stables.....	1 each.
Number of depots	2
Number of first class passenger cars, (two horses,)	15
Average value of each.....	\$750 00
Number of second class passenger cars, (one horse,)	None.
Number of passengers that may be seated in each car	18 to 20
Number of other cars: 1 salt and 1 feed car.	
Number of horses owned by the company.....	80
Average value of each, including harness	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way,	\$39,283 14
Average weight in pounds of passenger cars, ex- clusive of passengers and baggage	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) about	5
Number of trips each day	10 and 11
How is track laid, and on what foundation? On pine stringers and ties, and turnpike foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Along Smithfield street, from Fifth street, to and across the Monongahela bridge to South Pittsburg; then along Carson street, through the boroughs of Pittsburg, Birmingham and East Birmingham.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES)*CARRIED IN CARS FOR
THE YEAR.

November, 1868.....	91,224	June, 1869	98,289
December, 1868.....	99,557	July, 1869	111,752
January, 1869.....	91,289	August, 1869.....	130,631
February, 1869	87,245	September, 1869	106,334
March, 1869.....	109,004	October, 1869 ..	129,884
April, 1869.....	97,062		
May, 1869.....	128,947	Total.....	<u>1,281,216</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$9,809 98
Repairs of buildings	50 00
Taxes on real estate	361 86
Total.....	<u>10,221 84</u>

Operating the road:

Bridge toll.....	\$2,100 00
On account of horses	2,662 46
Harness and repairs.....	269 93
Repairs to cars	3,120 90
Horse shoeing.....	2,957 23
Hay and feed	15,587 33
Office expenses, stationery, depot and other expenses	1,936 18
Salaries	3,250 00
Insurance.....	624 65
Watchmen, switchmen, hostlers, pay-roll and general expenses of stable.....	7,851 99
Conductors and drivers.....	16,808 90
Fluid, fuel, oil and gas.....	795 38
Damages for injuries of persons.....	None.
	<u>57,964 95</u>
Total.....	<u>68,186 79</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	Nothing.
From sale of bonds.....	Nothing.
From other sources.....	Nothing.

RECEIPTS.

Months.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1868.....	\$5,516 41	\$339 01	Nothing.	\$400 00	.....
December, 1868.....	6,048 82	.....	.....	3,389 69	.....
January, 1869.....	5,532 92	.....	.....	.....	.....
February, 1869.....	5,282 05	.....	.....	.....	.....
March, 1869.....	6,536 69	.....	.....	.....	.....
April, 1869.....	5,920 22	.....	.....	.....	.....
May, 1869.....	7,810 04	.....	.....	.....	.....
June, 1869.....	5,986 36	.....	.....	.....	.....
July, 1869.....	6,756 69	.....	.....	.....	.....
August, 1869.....	7,891 28	.....	.....	.....	.....
September, 1869.....	6,475 95	.....	.....	.....	.....
October, 1869.....	7,815 82	.....	.....	.....	.....
Total.....	77,573 31	339 01	.....	3,789 69	\$81,702 01

Summary of payments :

For construction.....	\$2,494 09
For maintaining and operating the road.....	68,186 79
For discounts in bank.....	2,725 30
For interest.....	1,180 80
For dividends: \$3 per share, credited to stock.	
For new passenger cars and horses.....	3,678 52
For payment for taxes (city) on personal property,	600 00
For State tax on capital stock, income, &c.....	561 71
For United States tax.....	2,274 80
Total.....	81,702 01

ACCIDENTS.

KILLED—Others 1

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

November 14, 1868. Benjamin Davis, aged 2½ years, run over by a car in Birmingham. The car run over the leg, tearing the

flesh from and breaking the bone. Child died on second day after the accident, from lockjaw.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. M. Hersh.....	Pittsburg, Pa.
W. K. Nimick.....	Pittsburg, Pa.
M. W. Beltzhoover.....	Pittsburg, Pa.
B. F. Jones.....	Pittsburg, Pa.
John M'D. Crosson	Pittsburg, Pa.
Wm. M. Hersh.....	President.
W. K. Nimick.....	Secretary.
Jas. H. Wright.....	Treasurer.

(No. 132.)

RIDGE AVENUE AND MANAYUNK.

STATE OF PENNSYLVANIA, } ss:
 _____ County,

Personally appeared Charles Thomson Jones, president, and William W. Dickinson, treasurer, of the Ridge Avenue and Manayunk Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) CHARLES THOMSON JONES, *President.*

• WILLIAM W. DICKINSON, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of December, 1869. }

JOSHUA S. FLETCHER, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$250,000 00
Amount of stock subscribed: 5,000 shares, less 180 forfeited for non-payment of instalments.	
Amount paid in as by last report, (less as above, 180 shares,)	118,000 00
Total amount now paid in of capital stock.....	120,500 00
Funded debt, as per last report: Coupon bonds, 6 per cent., \$15,000: coupon bonds, 7 per cent., \$48,300.	
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1880,) ..	63,300 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	4,820
Par value of each share	\$50 00

Amount paid in on each share	\$25 00
Amount of capital on which the respective dividends were declared	No dividends.

COST OF ROAD AND EQUIPMENT.

By present report.

Construction	\$120,209 28
Equipment	59,426 31
Total cost	<u>179,635 59</u>

CHARACTERISTICS OF ROAD.

Length of road laid	4½ miles.
Length of double track, including sidings	3½ “
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track, about	40 pounds.
Number of car houses, shops and stables	1 of each.
Number of depots	2
Number of first class passenger cars, (two horses,)	12
Average value of each, (cost when new,)	\$800 00
Number of second class passenger cars, (one horse,)	None.
Number of passengers that may be seated in each car	24
Number of other cars	None.
Number of horses owned by the company	51
Average value of each, including harness	\$100 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of road way: The company owns no real estate except depot property.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day: 36, or each car	6
How is track laid, and on what foundation? Principally on stone and plank.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: East end of road commences at Ridge and Columbia avenues and running direct to

Manayunk, on Ridge avenue, passing Glenwood, Laurel Hill, Mt. Vernon and Mt. Peace cemeteries, the Falls of Schuylkill and Wissahickon, &c.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

None kept.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$2,102 17
Repairs of buildings	None.
Taxes on real estate	482 37
Total	<u>2,584 54</u>

Operating the road :

On account of horses	\$2,085 00
Harness and repairs	352 16
Repairs to cars	2,716 83
Horse shoeing and blacksmith repairs	1,517 83
Hay and feed and stable hands	14,010 19
Office expenses, stationery, depot expenses and salaries: Charges to expense account	2,069 04
Insurance	313 50
Watchmen, switchmen, hostlers, pay-roll, placed in account of stable and general expense account.	
General expenses of stable, in stable account.	
Conductors and drivers	6,159 08
Fluid, fuel, oil and gas, in account of general charges, (office expenses, &c.)	
Damages for injuries of persons	None.
Total	<u>29,223 63</u>

RECEIPTS.

Months.	From pas- sengers.	Rent.	Manure.	Total.
November, 1868.....	\$3, 112 61	\$40 00	\$600 00	.....
December, 1868.....	2, 538 52	.....	.....	.....
January, 1869.....	2, 293 25	.....	.....	.....
February, 1869.....	2, 191 42	.....	.....	.....
March, 1869.....	2, 433 78	.....	.....	.....
April, 1869.....	3, 231 05	.....	.....	.....
May, 1869.....	4, 246 16	.....	.....	.....
June, 1869.....	4, 405 67	.....	.....	.....
July, 1869.....	4, 585 98	.....	.....	.....
August, 1869.....	4, 596 13	.....	.....	.....
September, 1869.....	3, 820 42	.....	.....	.....
October, 1869.....	3, 399 63	.....	.....	.....
Total	40, 854 62	40 00	600 00	\$41, 494 62

ACCIDENTS.

INJURED—Others..... 1

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

One man, name unknown, while in a state of intoxication, laid down on track between Wissahickon and Manayunk, on night of June 6, was run over and seriously injured.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James S. Chambers.....	223 Church street.
Samuel K. Ashton.....	426 Walnut street.
George W. Irwin.....	144 North Fifteenth street.
M. H. Dickinson.....	974 North Front street.
A. L. Crawford.....	834 Marshall street.
Charles T. Jones, President.....	Cor. Ridge and Columbia avenues.
Wm. W. Dickinson, Sec. and Treas.....	Cor. Ridge and Columbia avenues.

(No. 133.)

SCHUYLKILL RIVER.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County,

Personally appeared John P. McFadden, president, and S. Gross Fry, treasurer, of the Schuylkill River Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. P. MFADDEN, *President.*
 S. GROSS FRY, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of January, 1870. }

J. P. DELANEY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed.....	500,000 00
Amount paid in as by last report.....	50,000 00
Total amount now paid in of capital stock.....	50,000 00
Funded debt, as per last report	None.
The amount now of funded debt	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	None.
Number of shares of stock.....	10,000
Par value of each share	\$50 00
Amount paid in on each share	5 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost	<u>\$47,463 54</u>	<u>\$47,463 54</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	$3\frac{5}{2}\frac{8}{8}\frac{6}{0}$ miles.
Length of double track, including sidings.....	$\frac{3}{8}$ mile.
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track.....	44 pounds.
How is track laid, and on what foundation? White pine string pieces on cross-ties imbedded in the earth.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From depot of the Philadelphia and Gray's Ferry Passenger railway, at Twenty-second and Spruce, along Twenty-third, Callowhill and Twenty-fifth streets to the entrance to Fairmount park, at foot of Green street; thence along Twenty-fifth, Hamilton, Twenty-second, Filbert, Twenty-third, Walnut and Twenty-second, to depot.

The Legislature of Pennsylvania having at its last session authorized the conversion of this road into a freight railroad, the road has not been operated during the past year.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. Gross Fry, N. W. cor. Green and Twenty-first streets.....	Philadelphia.
Wm. M. Farr, 1914 Spruce street.. ..	Philadelphia.
O. B. Evans, N. W. cor. Green and Tenth streets.....	Philadelphia.
Chas. Bloomingdale, 912 North Broad street	Philadelphia.
Oliver Hopkinson, 1424 Spruce street	Philadelphia.
J. P. M'Fadden, President, Fifteenth and Tioga streets....	Philadelphia.
S. Gross Fry, Secretary and Treasurer, 2101 Green street...	Philadelphia.

(No. 134.)

SECOND AND THIRD STREET.

STATE OF PENNSYLVANIA, }
City of Philadelphia, } ss:

Personally appeared Jacob Binder, president, and E. Mitchell Cornell, treasurer, of the Second and Third Street Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JACOB BINDER, *President.*
 E. MITCHELL CORNELL, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of November, 1869. }

CHARLES SENIX, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$961,100 00
Amount of stock subscribed	961,100 00
Amount paid in as by last report	573,387 25
Total amount now paid in of capital stock	573,387 25
Funded debt, as per last report	109,300 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1878,)	\$83,700
2d mortgage bonds, (date of maturity, October 1, 1876,)	15,800
Frankford and Philadelphia bonds, assumed, (date of maturity, August 1, 1885,)	9,800
	<hr/>
	109,300 00
Floating debt, as by last report	None.
The amount now of floating debt	10,000 00
Total amount now of floating and funded debt ...	119,300 00

Average rate per cent. per annum of interest on funded debt: First mortgage, 7 per cent.; second mortgage, 7 per cent.; F. and P., 7 per cent.	
Date and rate per cent. per annum of dividend or dividends: January 11, 3 per cent.; July 15, 3 per cent.	6 per cent.
Number of shares of stock	19,242
Par value of each share	\$50 00
Amount paid in on each share, nearly.	30 00
Amount of capital on which the respective dividends were declared	<u>961,100 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$628,843 00	\$640,528 87
Total cost		<u>640,528 87</u>

CHARACTERISTICS OF ROAD.

Length of road laid	30½ miles.
Length of double track, including sidings	3½ "
Gauge of road	5 ft. 2¼ in.
Weight of rail per yard on main track	45 pounds.
Number of car houses, shops and stables	5
Number of depots	2
Number of first class passenger cars, (two horses,)	70
Average value of each	\$600 00
Number of second class passenger cars, (one horse,)	2
Average value of each	\$200 00
Number of passengers that may be seated in each car	22
Number of other cars	7
Number of horses owned by the company	500
Average value of each, including harness	\$100 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of road way	111,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage	4,500

Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day	503
How is track laid, and on what foundation? Tram rail, wood cross-ties, gravel foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Commencing at Harrison street, on the Frankford and Bristol turnpike road, then south along the said road to Jefferson street; thence west to Second street; thence south to Mifflin street; thence west to Third street; thence north to Germantown road; thence north-west to Oxford street; thence east to Front street; thence north to Amber street; thence north-east to the depot near Lehigh avenue; thence north, on the Frankford and Bristol turnpike, to Mill street; thence east to Paul street; thence north-west to the said turnpike; thence north to Harrison street, the place of beginning. Also, commencing on Bridge street, in Bridesburg; thence east to Richmond street; thence south to the Frankford road; thence south-east to Maiden street; thence east to Delaware avenue; thence south to Coates street; thence west to Second street; thence south to Dock street; thence west to Third street; thence north to Brown street; thence east to Beach street; thence north to Manderson street; thence west to Frankford road; thence north-west to Girard avenue; thence north-east to Norris street; thence east to Richmond street; thence north to Lehigh avenue; thence west to the depot on Lehigh avenue. Also, a branch on Second street, north from Jefferson street, to York street; and a branch on Third street, from Oxford to Burk street; thence east, on Burk street, to Second street. We have no connections with other roads.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

November, 1868	633, 133	June, 1869	689, 013
December, 1868	616, 113	July, 1869	744, 224
January, 1869	542, 293	August, 1869	746, 597
February, 1869	499, 350	September, 1869	735, 539
March, 1869	599, 633	October, 1869	708, 674
April, 1869	658, 934		
May, 1869	699, 994	Total	7, 873, 497

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$13,109 57
Repairs of buildings	6,253 54
Taxes on real estate.....	1,655 75
Total.....	<u>21,018 86</u>

Operating the road :

On account of horses.....	\$13,155 80
Harness and repairs.....	3,432 02
Repairs to cars	17,604 50
Horse shoeing.....	15,283 00
Hay and feed	97,173 15
Office expenses, stationery and depot expenses ...	5,230 51
Salaries	6,699 96
Insurance	2,126 19
Watchmen, switchmen, hostlers, pay-roll.....	37,353 44
General expenses of stable	4,398 20
Conductors and drivers.....	82,174 73
Fluid, fuel, oil and gas	2,654 76
Damages for injuries of persons.....	456 90
Total.....	<u>287,743 16</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	None.
From sale of bonds	None.
From other sources	\$10,000 00
Total.....	<u>10,000 00</u>

RECEIPTS.

Months.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1868.....	\$31,656 64	.....	\$606 16	\$55 20	.....
December, 1868.....	30,805 68	.....	521 73	55 20	.....
January, 1869.....	27,114 66	\$5 00	517 40	55 20	.....
February, 1869.....	24,967 34	5 00	519 49	55 20	.....
March, 1869.....	29,981 66	5 00	547 31	55 20	.....
April, 1869.....	32,946 71	5 00	548 40	55 20	.....
May, 1869.....	34,999 72	5 00	558 00	55 19	.....
June, 1869.....	34,450 68	5 00	572 33	55 19	.....
July, 1869.....	37,211 20	5 00	593 34	55 19	.....
August, 1869.....	37,329 85	5 00	589 84	55 19	.....
September, 1869.....	36,776 97	5 00	578 47	55 19	.....
October, 1869.....	35,433 68	5 00	616 66	55 19	.....
Total.....	393,674 79	50 00	6,769 13	662 34	\$401,156 31

Summary of payments :

For construction.....	\$11,687 87
For maintaining and operating the road.....	308,762 02
For interest.....	10,337 80
For dividends.....	57,711 00
For new passenger cars and horses.....	18,000 00
For payment for taxes on personal property, (city tax,).....	4,698 28
For State tax on capital stock.....	4,273 66
For United States tax.....	12,890 55
Total.....	<u><u>428,361 18</u></u>
Total amount of surplus fund.....	<u><u>\$11,014 73</u></u>

ACCIDENTS.

	Killed.	Injured.
Passengers.....	1	1
Others.....	3	2
Total.....	<u><u>4</u></u>	<u><u>3</u></u>

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1868.

November 15. Charles M'Bride, leg broken ; attempted to get upon the front platform while the car was in motion, on Frankford road.

December 11. Michael Koch, lying upon the track in the night, was run over and killed, on Manderson street.

1869.

January 3. John Gardner, slightly hurt; was pushed off the rear platform by another passenger, on Second street.

March 21. Henry Herbert, a child two years old, ran under the car on Amber street and was killed.

April 23. Mary Ann Cavender, child, two years old, ran under the car in the night, on Jefferson street; was killed.

July 12. Otto Kneetz, a child five years old, slightly hurt in the hand; run over, playing in the street, on Third street.

July 22. David Davis, aged seventy years, was run over and killed; jumped off the car whilst in motion, on Amber street.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Horn.....	Philadelphia.
Robert F. Taylor.....	Philadelphia.
Israel Peterson	Philadelphia.
J. P. Steiner	Philadelphia.
Benj. F. Huddy.....	Philadelphia.
Wm. Anspach.....	Philadelphia.
A. J. Holman.....	Philadelphia.
William Eisenbrey	Philadelphia.
M. Hall Stanton.....	Philadelphia.
Joseph Moore.....	Philadelphia.
Alex. M. Fox	Philadelphia.
George M. Freeman.....	Philadelphia.
Jacob Binder, President	Philadelphia.
John B. Craven, Secretary.....	Philadelphia.
E. Mitchell Cornell, Treasurer	Philadelphia.

(No. 135.)

SEVENTEENTH AND NINETEENTH STREET.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss:

Personally appeared Joseph E. Gillingham, president, and Chas. T. Yerkes, Jr., treasurer, of the Seventeenth and Nineteenth Street Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. E. GILLINGHAM, *President.*

CHAS. T. YERKES, JR., *Treasurer.*

Sworn and subscribed before me, this }
 8th day of January, 1870. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed.....	500,000 00
Amount paid in as by last report.....	130,000 00
Total amount now paid in of capital stock	160,000 00
Floating debt, as by last report	37,408 11
The amount now of floating debt	7,408 11
Number of shares of stock	10,000
Par value of each share	\$50 00
Amount paid in on each share	16 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$116,918 06	\$116,918 06
Equipment		2,750 00
Total cost		119,668 06

CHARACTERISTICS OF ROAD.

Length of road laid.....	5 $\frac{62}{100}$ miles.
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track.....	55 pounds.
Number of car houses, shops and stables.....	3
Number of depots	1
Number of first class passenger cars, (two horses,)	17
Average value of each.....	\$600 00
Number of second class passenger cars, (one horse,)	2
Average value of each	\$300 00
Number of passengers that may be seated in each car	20
Number of other cars	2
Number of horses owned by the company.....	127
Average value of each, including harness.....	\$90 00
Value of real estate held, exclusive of road way..	45,000 00
Average weight in pounds of passenger cars, ex- clusive of passengers and baggage	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5 $\frac{1}{2}$
Number of trips each day	12
How is track laid and on what foundation? String pieces with cross-ties on gravel.	

Describe the route of your road in detail, giving the streets oc-
cupied and connections with other roads: Down Master to Sev-
enteenth, down Seventeenth to Carpenter, to Nineteenth to Master.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

November, 1868.....	129,405	June, 1869.....	160,094
December, 1868.....	136,429	July, 1869.....	156,741
January, 1869.....	130,323	August, 1869.....	147,194
February, 1869.....	117,229	September, 1869.....	158,982
March, 1869.....	135,917	October, 1869.....	167,605
April, 1869.....	125,329		
May, 1869.....	166,235	Total.....	1,731,483

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$3,043 03
Repairs of buildings	2,131 85
Total	<u>5,174 88</u>

Operating the road:

On account of horses	\$5,908 00
Harness and repairs	544 26
Repairs to cars and snow plough	3,536 93
Horse shoeing	3,070 65
Hay and feed	19,865 14
Office expenses, stationery and depot expenses and salaries	3,332 65
Insurance	309 73
Watchmen, switchmen, hostlers, pay-roll	8,008 87
Conductors and drivers	20,874 02
Fluid, fuel, oil and gas	310 18
Damages for injuries of persons	259 30
Total	<u>66,119 73</u>

RECEIPTS.

Months.	From passengers.	Manure.	Other sources.	Total.
November, 1868.....	\$7,332 95			
December, 1868.....	7,731 44	\$119 00		
January, 1869	7,384 79	117 00		
February, 1869	6,642 99	114 80		
March, 1869	7,701 57	115 80		
April, 1869	8,101 68	121 00		
May, 1869	9,420 45	121 00		
June, 1869	9,072 12	124 50		
July, 1869	8,881 52	130 00		
August, 1869	8,341 21	130 00		
September, 1869	9,009 13	130 00		
October, 1869	9,430 62	135 00		
Total	<u>99,050 47</u>	<u>1,358 10</u>	<u>\$5,058 75</u>	<u>\$105,467 32</u>

Summary of payments :

For maintaining and operating the road	\$71,194 61
For interest.....	2,276 59
For payment for taxes on personal property and real estate	1,201 83
For miscellaneous	581 15
For State tax on capital stock	438 02
For United States tax.....	2,544 06
Total	<u><u>78,336 26</u></u>

ACCIDENTS.

INJURED—Others..... 1

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

October 30. Boy slipped off a pile dirt at Nineteenth and Hamilton, and the wheel of car No. 12 slightly injured the heel of his foot.

(No. 136.)

THIRTEENTH AND FIFTEENTH STREETS.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Sylvester J. Megargee, president, and D. Boyer Brown, treasurer, of the Thirteenth and Fifteenth Streets Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) S. J. MEGARGEE, *President.*
 D. BOYER BROWN, *Treasurer.*

Sworn and subscribed before me, this }
 12th day of November, 1869. }

WILLIAMS OGLE, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	997,700 00
Amount paid in as by last report.....	Uncertain.
Total amount now paid in of capital stock.....	Uncertain.
Funded debt, as per last report	None.
The amount now of funded debt	None.
Floating debt, as by last report.....	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	None.
Average rate per cent. per annum of interest on funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends: 2 per cent. paid in July, 1869	19,954 00
Number of shares of stock.....	19,954
Par value of each share	\$50 00
Amount paid in on each share	Unknown.
Amount of capital on which the respective divi- dends were declared.....	1,000,000 00

COST OF ROAD AND EQUIPMENT.

Construction and equipment: The present managers cannot answer these queries.

CHARACTERISTICS OF ROAD.

Length of road laid.....	6 $\frac{1}{4}$ miles.
Length of double track, including sidings.....	900 feet.
Gauge of road	5 ft. 2 in.
Weight of rail per yard on main track	45 pounds.
Number of car houses, shops and stables	1 of each.
Number of depots	1
Number of first class passenger cars, (two horses, (in use, 20,)	28
Average value of each	\$600 00
Number of second class passenger cars, (one horse,)	None.
Average value of each	None.
Number of passengers that may be seated in each car	20
Number of other cars.....	3
Number of horses owned by the company, (and mules, 172,)	166
Average value of each, including harness.....	\$125 00
Number of mules owned by the company.....	6
Value of real estate held, exclusive of roadway, \$103,700, incumbered to the amount of \$16,300.	
Average weight in pounds of passenger cars, ex- clusive of passengers and baggage	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5 $\frac{1}{2}$
Number of trips each day	214
How is track laid and on what foundation? Pine cross-ties and stringers, on gravel.	

Describe the route of your road in detail, giving the streets occupied and connections with other roads: On Thirteenth and Fifteenth streets, from Carpenter street to Columbia avenue; on Columbia avenue and Carpenter street, from Thirteenth to Fifteenth streets, and on Broad street, from Carpenter street to Washington avenue.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR, (APPROXIMATED.)

November, 1868	226,514	June, 1869	268,446
December, 1868	252,568	July, 1869	260,634
January, 1869	236,088	August, 1869	239,394
February, 1869	213,064	September, 1869	275,268
March, 1869	252,534	October, 1869	282,661
April, 1869	276,366		
May, 1869	286,212	Total	<u>3,069,749</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$2,016 49
Repairs of buildings: Included in depot expenses.	
Taxes on real estate	723 67
Total	<u>2,740 16</u>

Operating the road:

On account of horses	\$3,860 50
Harness and repairs	871 72
Repairs to cars	7,575 91
Horse shoeing	4,081 88
Hay and feed	32,791 64
Office expenses, stationery and depot expenses ...	18,335 37
Salaries	3,324 97
Insurance	667 64
Watchmen, switchmen, hostlers, pay-roll: Included in depot expenses.	
General expenses of stable: Included in depot ex- penses.	
Conductors and drivers	28,353 00
Fluid, fuel, oil and gas: Included in depot ex- penses.	
Damages for injuries of persons	None.
Total	<u>99,862 63</u>

RAILROAD REPORT.

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RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	None.
From sale of bonds	None.
From other sources	None.

RECEIPTS.

Months.	From passengers.	Rent.	Manure.	Total.
November, 1868	\$12,723 37	\$146 66	\$169 00	\$13,039 03
December, 1868.....	13,601 83	157 66	172 00	13,931 49
January, 1869	12,674 37	164 66	173 00	13,012 03
February, 1869	11,448 83	123 00	172 00	11,743 83
March, 1869	13,588 70	141 00	171 00	13,900 70
April, 1869	14,912 77	141 00	174 00	15,227 77
May, 1869	15,459 21	141 00	173 00	15,773 21
June, 1869	14,472 01	341 00	175 00	14,988 01
July, 1869	14,038 54	141 00	178 00	14,357 54
August, 1869.....	12,858 13	163 22	171 00	13,192 35
September, 1869.....	14,851 68	341 00	174 00	15,366 68
October, 1869	15,606 17	141 00	223 86	15,971 03
Total	166,235 61	2,142 20	2,125 86	170,503 67

Summary of payments:

For construction.....	\$587 00
For maintaining and operating the road.....	96,002 13
For interest.....	1,088 84
For dividends.....	19,954 00
For new passenger cars, none; on account of horses,	3,860 50
For payment for taxes on personal property.....	1,252 82
For payments to loan account.....	None.
For mortgage paid off.....	18,000 00
For interest paid on mortgage.....	768 00
For payments made to surplus funds.....	None.
For ticket balances.....	291 80
For State tax on capital stock.....	3,376 39
For United States tax.....	5,522 39
	<hr/>
Total amount of surplus fund.....	None.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. L. Hornberger.....	Philadelphia.
R. Cresswell.....	Philadelphia.
John E. Fox.....	Philadelphia.
A. Richardson.....	Philadelphia.
Thos. W. Ackley.....	Philadelphia.
Sylvester J. Megargee, President.....	Philadelphia.
D. Boyer Brown, Secretary.....	Philadelphia.
D. Boyer Brown, Treasurer.....	Philadelphia.

(No. 137.)

UNION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared W. V. M'Grath, president, and W. H. Kemble, treasurer, of the Union Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WM. V. M'GRATH, *President.*

W. H. KEMBLE, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of January, 1870. }

DAVID BEITLER, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed.....	1,000,000 00
Amount paid in as by last report.....	400,000 00
Total amount now paid in of capital stock	400,000 00
Funded debt, as per last report	300,000 00
The amount now of funded debt, classified and date of maturity,) as follows:	
1st mortgage bonds,(date of maturity, Jan. 1, 1885,)	300,000 00
2d mortgage bonds	None.
3d mortgage bonds	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	300,000 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividends:	
January, 1869, \$1 50; July, 1869, \$1 50.	
Number of shares of stock	20,000
Par value of each share.....	\$50 00
Amount paid in on each share	20 00

U. S. M.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$432,197 44	\$447,611 18
Equipment	178,801 02	178,801 02
Real estate	153,928 57	160,928 51
Total cost	<u>764,927 03</u>	<u>787,340 71</u>

CHARACTERISTICS OF ROAD.

Length of road laid	26½ miles.
Gauge of road	5 ft. 2 in.
Weight of rail per yard on main track	43 lbs.
Number of car houses, shops and stables	2
Number of depots	2
Number of first class passenger cars, (two horses,)	70
Average value of each	\$700 00
Number of second class passenger cars, (one horse,)	10
Average value of each	\$400 00
Number of passengers that may be seated in each car,	20
Number of other cars	9
Number of horses owned by the company	548
Average value of each, including harness	\$100
Number of mules owned by the company	None.
Value of real estate held, exclusive of road way ..	\$160,928 57
Number of trips each day	<u>538</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: One line, Fairmount to Navy Yard via Brown, Twenty-third, Wallace, Franklin, Seventh, Federal and Front streets: returns via Wharton, Ninth, Spring Garden, Twenty-third and Brown streets. The other line runs from Richmond to Baltimore depot via Thompson, Marlborough, Belgrade, Master, Franklin, Seventh, Ellsworth and Broad streets: returns via Christian, Ninth, Spring Garden, Seventh, Oxford, Fourth, Norris, Memphis, York, Cedar and Somerset streets to Richmond; also on Poplar from Seventh to Twenty-fourth streets.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

November, 1868	\$586,713	June, 1869.....	636,228
December, 1868	622,043	July, 1869	643,588
January, 1869.....	524,337	August, 1869.....	611,131
February, 1869	478,505	September, 1869	620,557
March, 1869.....	511,895	October, 1869.....	621,483
April, 1869.....	568,412		
May, 1869.....	609,714	Total.....	<u>7,034,606</u>

EXPENDITURES FOR THE YEAR ENDING DECEMBER 31, 1869.

Horses	\$14,431 00
Conductors and drivers	91,688 63
Wages	42,807 89
Hay	37,127 85
Straw	2,545 19
Corn	63,324 20
Expense account	16,174 99
Blacksmith	16,301 35
Car license.....	3,250 00
Repairs to real estate	2,108 91
Taxes, city and State	8,586 79
United States tax	16,358 59
Interest	3,097 12
Repairs to roads.....	12,239 88
Repairs to cars	7,287 08
Light and fuel	3,574 73
Printing and stationery	2,970 78
Insurance	1,566 88
Salaries	5,500 00
	<u>350,941 86</u>
Interest on bonds.....	18,000 00
	<u>368,941 86</u>

Construction account during the year, \$15,413 74, paid for out of current receipts.

RECEIPTS.

Months.	From passengers.	Manure.	Other sources.	Total.
November, 1868.....	\$37,677 88	\$602 79		
December, 1868.....	40,092 22	602 79		
January, 1869.....	33,714 88	569 54		
February, 1869.....	30,586 90	591 84		
March, 1869.....	34,138 17	591 95		
April, 1869.....	36,423 54	587 85		
May, 1869.....	39,087 18	581 71		
June, 1869.....	40,934 82	584 04		
July, 1869.....	41,313 69	600 17		
August, 1869.....	39,616 30	600 84		
September, 1869.....	39,721 21	597 34		
October, 1869.....	39,835 03	601 75		
Total.....	453,001 32	7,112 61	\$3,154 56	\$463,268 49

STATEMENT FOR THE YEAR ENDING JANUARY 31, 1869.

Receipts from passengers.....	\$453,001 32
Manure.....	7,112 61
Other sources.....	3,154 56
	<u>463,268 49</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
J. E. Ridgway.....	Philadelphia.
W. H. Kemble.....	Philadelphia.
Chas. Welsh.....	Philadelphia.
R. Gibbs.....	Philadelphia.
M. S. Quay.....	Beaver.
Wm. V. McGrath, President.....	Philadelphia.
Jacob E. Ridgway, Vice President.....	Philadelphia.
Wm. H. Kemble, Treasurer.....	Philadelphia.

(No. 138.)

WEST PHILADELPHIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John S. Morton, president, and Samuel P. Huhn, treasurer, of the West Philadelphia Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. S. MORTON, *President.*
 SAM'L P. HUHN, *Treasurer.*

Affirmed, sworn and subscribed before me, }
 this 30th day of November, 1869. }

A. N. MORTON, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	400,000 00
Amount paid in as by last report.....	375,000 00
Total amount now paid in of capital stock.....	400,000 00
Funded debt, as per last report.....	100,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, June 1, 1878,)	100,000 00
Floating debt, as by last report	15,000 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt ...	100,000 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent
Date and rate per cent. per annum of dividend or dividends: January 12, 1869, and July 13, 1869, each.....	5 per cent.
Number of shares of stock	8,000

Par value of each share.....	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u>375,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	<u>\$571,055 26</u>	<u>\$549,906 58</u>

Total cost reduced by sale of surplus real estate, as per exhibit of receipts for that account in previous reports.

CHARACTERISTICS OF ROAD.

Length of road laid.....	10 miles.
Length of double track, including sidings.....	3½ "
Gauge of road.....	5 feet 2½ in.
Weight of rail per yard on main track	44 pounds.
Number of car houses, shops and stables: 2 car houses, 4 shops, 4 stables.	
Number of depots	1
Number of first class passenger cars, (two horses,) (average number used, 53,)	60
Average value of each	\$1,000 00
Number of second class passenger cars, (two horses,)	5
Average value of each	\$250 00
Number of passengers that may be seated in each car.....	22
Number of other cars: 1 truck, 4 track sweepers.	
Number of horses owned by the company.....	382
Average value of each, including harness.....	\$150 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of road way..	235,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage	5,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day, each car.....	9
How is track laid, and on what foundation? On string pieces and cross-ties, gravel foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Route—Front and Market streets to Haddington and *vice versa*, occupying Market street from Front to Forty-first, Forty-first street from Market to Haverford, Haverford and Vine streets from Forty-first to Sixty-fifth, and Sixty-fifth street and Haverford road to Whiteside's hotel, in the village of Haddington.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR, (APPROXIMATED.)

November, 1868.....	465,000	June, 1869	560,000
December, 1868.....	480,000	July, 1869.....	565,000
January, 1869.....	435,000	August, 1869.....	550,000
February, 1869	410,000	September, 1869	560,000
March, 1869.....	460,000	October, 1869	560,000
April, 1869.....	510,000		
May, 1869.....	545,000	Total	6,100,000

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway, (labor and material)	\$17,721 63
Repairs of buildings, (labor and material,)	1,492 72
Taxes on real estate.....	1,864 80
Total.....	<u>21,079 15</u>

Operating the road:

On account of horses	\$15,970 00
Harness and repairs, (labor and material, including material on hand,)	3,073 69
Repairs to cars, (labor and material, including material on hand,).....	11,589 42
Horse shoeing, (labor and material, including material on hand,).....	11,980 50
Hay and feed, including amount on hand	72,532 43
Office expenses, stationery and depot expenses, including salaries, engineer and miller, dispatchers and receivers, ticket clerks, watchmen and janitor	22,571 75

Insurance.....	\$2,300 00
Smith shop, jobbing department	1,596 64
General expenses of stable, including pay of host- lers, and cost of medicine and straw, with amount on hand.....	28,166 44
Conductors and drivers.....	78,862 39
Fuel, oil and gas, including coal and oil on hand..	4,311 80
Damages for injuries of persons.....	1,102 25
Total.....	254,057 31

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$25,000 00
From other sources	4,312 60
Total.....	29,312 60

RECEIPTS.

Months.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
November, 1868.....	\$26,963 43	.....	.....	.....	.....
December, 1868.....	27,443 39	.....	.....	.....	.....
January, 1869.....	25,308 44	.....	.....	.....	.....
February, 1869.....	23,090 75	.....	.....	.....	.....
March, 1869.....	26,670 70	.....	.....	.....	.....
April, 1869.....	29,196 00	.....	.....	.....	.....
May, 1869.....	31,293 34	.....	.....	.....	.....
June, 1869.....	31,649 63	.....	.....	.....	.....
July, 1869.....	31,922 42	.....	.....	.....	.....
August, 1869.....	31,432 69	.....	.....	.....	.....
September, 1869.....	31,885 81	.....	.....	.....	.....
October, 1869.....	31,666 67	.....	.....	.....	.....
Total.....	348,523 27	\$474 52	\$4,848 14	\$39,885 70	\$593,731 63

Summary of payments:

For construction	\$15,209 27
For maintaining and operating the road	275,136 46
For interest on funded debt.....	7,000 00
For dividends	37,892 50
For new passenger cars	20,720 80
For payment for taxes on personal property.....	283 50
For payments to loan account	15,000 00
For miscellaneous.....	4,534 40

For ground rent and rent of lot for summer pasturage	\$457 00
For State tax on capital stock and income	2,989 96
For United States tax on gross receipts, dividends and surplus	11,155 63
Car license, water rent and city tax on dividends..	6,240 00
Total.....	<u><u>396,619 52</u></u>

Total amount of surplus fund to the credit of the commissioners of the sinking fund	<u><u>\$14,893 32</u></u>
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ACCIDENTS.

	Killed.
Passengers.....	1
Others.....	1
Total.....	<u><u>2</u></u>

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

June 11, 1869. Between one and two P. M., a child two years and ten months old, named Charles Clark, playing in the road near Fifty-sixth and Vine streets, ran up alongside car No. 6, coming from Haddington, fell against it, was knocked down and injured, from the effects of which he died the next day.

August 31, 1869. About midnight John O'Neil, aged about thirty-five years, near Meeting House lane, attempting to get off the front platform of car No. 26, while in motion, fell and the car passed over one of his legs below the knee, from the effects of which he died a few days after. Cause—intoxication.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John S. Morton.....	Philadelphia.
Samuel Baugh.....	Philadelphia.
John F. Gross.....	Philadelphia.
James G. Hardie.....	Philadelphia.
Benj. Griffith.....	Philadelphia.
Wm. M. Wright.....	Philadelphia.
James Rhoads.....	Philadelphia.
Samuel W. Cattell.....	Philadelphia.
Wm. J. Swain.....	Philadelphia.
John S. Morton, Pres't, N. W. cor. 41st and Haverford sts.....	Philadelphia.
Sam'l P. Huhn, Treas., N. W. cor. 41st and Haverford sts.....	Philadelphia.
B. F. Stokes, Secretary, N. W. cor. 41st and Haverford sts.....	Philadelphia.
M. English, Gen. Supt., N. W. cor. 41st and Haverford sts.....	Philadelphia.

(No. 139.)

WILKESBARRE AND KINGSTON.

STATE OF PENNSYLVANIA, }
Luzerne County, } ss:

Personally appeared Charles Parrish, president, and A. J. Davis, treasurer, of the Kingston and Wilkesbarre Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) CHARLES PARRISH, *President.*
 A. J. DAVIS, *Treasurer.*

Sworn and subscribed before me, this }
 9th day of November, 1869. }

H. C. SMITH, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$75,000 00
Amount of stock subscribed	75,000 00
Amount paid in as by last report	50,000 00
Total amount now paid in of capital stock	50,000 00
Funded debt, as per last report	None.
The amount now of funded debt, (classified and date of maturity,) as follows	None.
Floating debt, as by last report	12,000 00
The amount now of floating debt	8,500 00
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	1,500
Par value of each share	\$50 00
Amount paid in on each share	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$81,088 51	\$81,088 51
Equipment	11,244 86	13,544 86
Total cost	<u>92,332 67</u>	<u>94,633 37</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	4½ miles.
Length of double track, including sidings.....	1,200 feet.
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	45 & 30 lbs.
Number of car houses, shops and stables.....	1
Number of depots	1
Number of first class passenger cars, (two horses,)	4
Average value of each	\$1,000 00
Number of second class passenger cars, (one horse,)	2
Average value of each	1,000 00
Number of passengers that may be seated in each car	30 and 16
Number of other cars	1 freight.
Number of horses owned by the company.....	14
Average value of each, including harness.....	\$150 00
Value of real estate held, exclusive of road way..	10,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage	3,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day	66
How is track laid, and on what foundation? On stringers and cross-ties, mostly oak.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Starting at depot of Lackawanna and Bloomsburg railroad, at Kingston, through Wil-low street to public highway; thence by side of public highway to Wilkesbarre bridge, owning right of way; thence across bridge to Market street, and through Market street to public square; from thence out Market and Northampton streets to the depots of

the Lehigh and Susquehanna, and Lehigh Valley railroads ; also, from the public square, down Main street, through South Wilkes-barre, to the canal bridge and depots.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

November, 1868.....	18,823	June, 1869.....	19,233
December, 1868.....	15,550	July, 1869.....	23,014
January, 1869.....	14,844	August, 1869.....	26,171
February, 1869.....	15,882	September, 1869.....	28,451
March, 1869.....	17,476	October, 1869.....	22,718
April, 1869.....	17,840		
May, 1869.....	19,998	Total	<u>240,000</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$300 00
Repairs of buildings	100 00
Taxes on real estate.....	112 42

Operating the road :

On account of horses	300 00
Harness and repairs.....	150 00
Repairs to cars	150 00
Horse shoeing.....	360 00
Hay and feed	3,832 00
Office expenses, stationery and depot expenses....	100 00
Salaries	1,400 00
Insurance.....	117 00
Watchmen, switchmen, hostlers, pay-roll.....	1,080 00
Conductors and drivers.....	3,600 00
Fluid, fuel, oil and gas	125 00
Damages for injuries of persons.....	75 00
Total.....	<u><u>11,801 42</u></u>

RECEIPTS.

Months.	From passengers.	Other sources.	Total.
November, 1868.....	\$1,469 00		
December, 1868.....	1,208 00		
January, 1869.....	1,258 00		
February, 1869.....	1,404 00		
March, 1869.....	1,400 00		
April, 1869.....	1,425 00		
May, 1869.....	1,560 00		
June, 1869.....	1,462 00		
July, 1869.....	1,684 00		
August, 1869.....	1,989 00		
September, 1869.....	2,184 00		
October, 1869.....	1,677 00		
Total.....	18,720 00	\$400 00	\$19,120 00

Summary of payments :

For maintaining and operating the road	\$11,801 42
For interest.....	1,000 00
For new passenger cars and horses.....	2,300 00
For payments to loan account	3 402 00
For miscellaneous	237 42
For United States tax.....	379 16
Total.....	<u><u>19,120 00</u></u>

ACCIDENTS.

None of any account.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Parrish.....	Wilkesbarre.
A. J. Davis.....	Wilkesbarre.
W. J. Harvey.....	Wilkesbarre.
H. H. Harvey.....	Wilkesbarre.
Josiah Lewis.....	Wilkesbarre.
Stanley Woodward.....	Wilkesbarre.
J. C. Phelps.....	Wilkesbarre.
J. B. Smith.....	Kingston.
John Espy.....	Wilkesbarre.
Charles Parrish, President.....	Wilkesbarre.
A. J. Davis, Treasurer.....	Wilkesbarre.

(No. 140.)

WILLIAMSPORT.

STATE OF PENNSYLVANIA, }
Lycoming County, } ss:

Personally appeared P. Herdic, president, and H. Hinckley, secretary and treasurer, of the Williamsport Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) P. HERDIC, *President.*
 H. HINCKLEY, *Sec'y and Treas.*

Sworn and subscribed before me, this }
 31st day of January, 1870. }

HARFORD J. PERKINS, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000 00
Amount of stock subscribed	15,600 00
Amount paid in as by last report.....	15,600 00
Total amount now paid in of capital stock.....	15,600 00
Funded debt, as per last report	5,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, December 15, 1869,)	5,000 00
Floating debt, as by last report.....	7,217 17
The amount now of floating debt	15,965 82
Total amount now of floating and funded debt...	20,965 82
Average rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Number of shares of stock	624
Par value of each share	\$25 00
Amount paid in on each share	25 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$18,846 48	\$26,685 67
Equipment	5,416 66	6,006 66
Total cost	<u>24,263 14</u>	<u>32,692 33</u>

CHARACTERISTICS OF ROAD.

Length of road laid	2 miles, 1,794 ft.
Length of double track, including sidings	400 feet.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	16 pounds.
Number of first class passenger cars, (two horses,)	4
Average value of each	\$700 00
Number of second class passenger cars, (one horse,)	None.
Number of passengers that may be seated in each car	26
Number of horses owned by the company	13
Average value of each, including harness	\$100 00
Number of mules owned by the company	None.
Average weight in pounds of passenger cars, exclusive of passengers and baggage	3,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
How is track laid, and on what foundation? Foundation double boarded and track laid on oak ribbons; streets paved with Nicholson pavement.	

Describe the route of your road in detail, giving the streets occupied and connections with other roads: Commencing on East Third street, at Railroad street; thence up Third street to Pine street; thence up Pine to Fourth; thence up Fourth street to the intersection of the P. and E. railroad with Fourth street, with a branch at Herdic street, connecting with the depot of P. and E. railroad company.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

No account kept.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$194 26
Total.....	<u>194 26</u>

Operating the road :

On account of horses : Included in equipment account.

Harness and repairs	\$28 32
Repairs to cars	941 40
Horse shoeing	192 25
Hay and feed	2,401 50
Office expenses, stationery and depot expenses ...	18 75
Salaries	None paid.
Insurance.....	None paid.
Watchmen, switchmen, hostlers, pay-roll : Included in account of hay and feed.	
General expenses of stable : Included in account of hay and feed.	
Conductors and drivers	2,235 73
Fluid, fuel, oil and gas.....	68 23
Damages for injuries of persons.....	None.
Total.....	<u>5,886 18</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	None.
From sale of bonds	None.
From other sources	<u>None.</u>

RECEIPTS FROM PASSENGERS.

November, 1868.....	\$716 25	June, 1869	\$837 24
December, 1868.....	535 28	July, 1869.....	1,007 81
January, 1869.....	449 50	August, 1869.....	894 16
February, 1869	333 35	September, 1869	885 26
March, 1869.....	533 91	October, 1869	878 99
April, 1869.....	614 89		
May, 1869.....	697 45	Total.....	<u>8,384 09</u>

Summary of payments :

For construction	\$7,839 19
For maintaining and operating the road	6,080 44
For interest	732 81
For United States tax	208 65
Total	14,861 09

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
P. Herdic	Williamsport, Pa.
J. W. Maynard	Williamsport, Pa.
Mahlon Fisher	Williamsport, Pa.
H. J. Perkins	Williamsport, Pa.
H. E. Taylor	Williamsport, Pa.
P. Herdic, President	Williamsport, Pa.
H. Hincley, Secretary and Treasurer	Williamsport, Pa.

CANAL REPORTS.



CANAL REPORTS.

(No. 141.)

DELAWARE AND HUDSON.

STATE OF NEW YORK, }
New York County, } ss:

Personally appeared Thomas Dickson, president, and Charles P. Hartt, treasurer, of the Delaware and Hudson canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) THOS. DICKSON, *President.*

CHARLES P. HARTT, *Treasurer.*

Sworn and subscribed before me, this }
21st day of December, 1869. }

D. A. BOKEE, *Commissioner.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed	\$15,000,000 00
Total amount paid in of capital stock.....	15,000,000 00
The amount now of funded debt, (classified and date of maturity,) as follows: No mortgage bonds issued by the company.	
Total amount of funded debt.....	3,169,476 00
The amount of floating debt.....	None.
Average rate per cent. per annum of interest on funded debt.....	All at 7 per ct.
Date and rate per cent. per annum of dividend or dividends: February and August, 5 per ct. each.	
Number of shares of stock.....	150,000

Par value of each share	\$100 00
Amount of capital on which the respective dividends were declared	15,000,000 00
Cost of canal and fixtures	<u>\$6,899,068 27</u>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Honesdale, Pa., to Eddyville, N. Y.....	108 miles.
Number of branch canals, with the length of each.....	None.
Canals leased by the company	None.
Width of canal at top water line, about.....	48 feet.
Width of canal on bottom, minimum	30 "
Depth of water.....	6 "
Length and breadth of locks: 100 feet long between gates, 15 feet wide; 6 ascending locks, 15½ feet wide.	
Number of basins, about	½ of canal.
Number of houses, about.....	120
Number of locks: 106 lift and 3 guard locks.	
Number of weigh-locks.....	2
Number of tunnels	None.
Number of bridges: 18 crossings at foot of locks, and 140 farm and road.	
Number of dams: 18 reservoir and 13 feeder dams	
Number of aqueducts: 18 wood trunk and 4 wire suspension.	
Number of miles of slack-water.....	3
Number of boats owned by the company.....	991
Number of boats owned and run by private parties,	246
Average tonnage of boats, about.....	128 gross tons.
Navigation opened, about	1st April.
Navigation closed	7th Decem'r.
Feet of lockage on main line of canal: About 1,028, excluding 58 feet ascending to the summit.	
Are the locks of wood, cut stone or composite? Give the number of each kind: 12 cut stone, 94 composite lift locks, 1 stone and 2 composite guard, 2 stone weigh locks.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 lbs. of through freight for the year on main canal and gross amount of tonnage for the year.....	1,604,654
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The amount of freight, specifying the quantity in tons of 2,000 lbs.:

	Am't in tons.
Lumber	38,519
Shingles.....	33
Bituminous coal, (up canal,)	634
Cord wood.....	24,124
Pig iron	668
Railroad iron: Included with pig.	
Other iron or castings.....	275
Iron and other ores	1,716
Lime and limestone.....	10,080
Cement and cement stone	113,258
Agricultural products.....	8,402
Flaging stone	33,463
Merchandise	10,937
Manufactures	1,915
Live stock	None.
Other articles	9,527
Total.....	<u>253,551</u>

The rate of toll charged for the respective classes per mile, as follows:

	Per mile.	60 miles.	108 miles
For lumber per 1,000 feet board measure, (hemlock,) or 1st class,	1 $\frac{3}{4}$ cents.	60 cents.	\$1 20
For lumber per 1,000 feet board measure, (pine and other lumber,) 2d class.....	2 “	120 “	1 25
Shingles, per 1,000, 3d class....	$\frac{3}{4}$ “	35 “	50
Anthracite coal, per ton, except by special contract, 4th class,	1 $\frac{1}{2}$ “		
Bituminous coal, per ton, 5th class	<u>1</u> “	<u>50</u> “	<u>60</u>

EXPENSES.

Maintaining the canal or real estate of the corporation :

Total, (partly estimated,).....	\$240,352 03
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Operating the canal :

Total, (partly estimated,).....	\$125,817 99
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Our accounts are distributed differently ; cannot answer these questions in detail.

RECEIPTS.

From tolls on coal	\$23,149 81
From tolls on lumber and miscellaneous freight ..	87,460 57
Total.....	110,610 38

Summary of expenses :

Maintaining and operating the canal, (partly estimated,).....	\$366,170 02
For dividends.....	1,500,000 00
Tax on capital stock and tonnage, other than U. S. taxes, (partly estimated,)	73,946 01
United States tax, (partly estimated,).....	100,936 80

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
Chas. N. Talbot.....	New York city.
Edward J. Woolsey.....	Astoria, L. I.
Geo. Talbot Olyphant.....	New York city.
Abiel A. Low.....	New York city.
Robert L. Kennedy.....	New York city.
Jas. M. Halsted.....	New York city.
Le Grand B. Cannon.....	New York city.
Jas. R. Taylor.....	New York city.
Thomas Dickson.....	Scranton, Pa., and New York city.
Jno. Jacob Astor.....	New York city.
Hon. Thomas Cornell.....	Rondout, N. Y.
W. J. Hoppin.....	New York city.
One vacancy by a recent death.	
Thomas Dickson, President.....	Scranton, Pa.
Richard H. Nodyne, Secretary.....	New York city.
Charles P. Hartt, Treasurer.....	New York city.
Asher M. Atkinson, Superintendent of canal.....	Honesdale, Pa.
Coe F. Young, General Superintendent.....	Honesdale, Pa.

(No. 142.)

DELAWARE DIVISION.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared J. W. Woolston, president, and E. G. Giles, treasurer, of the Delaware Division canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. W. WOOLSTON, *President*.
 E. G. GILES, *Treasurer*.

Affirmed and subscribed before me, this }
 4th day of November, 1869. }

W. W. DOUGHERTY, *Alderman*.

STOCK AND DEBT.

Capital stock as authorized by law	\$2,400,000 00
Amount of stock subscribed	1,633,350 00
Total amount paid in of capital stock.....	1,633,350 00
Total amount of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1, 1878,)	800,000 00
The amount of floating debt.....	None.
Total amount now of floating and funded debt.	800,000 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage	6 per cent.
Date and rate per cent. per annum of dividend or dividends : February 15 and August 16.	4 per ct. each.
Number of shares of stock	32,667
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared	1,633,350 00
Cost of canal and fixtures	<u><u>\$2,433,350 00</u></u>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Easton, Pa., to Bristol, Pa.....	60 miles.
Number of branch canals, with the length of each.....	None.
Canals leased by the company	None.
Width of canal at top water line	44 feet.
Width of canal on bottom.....	26 "
Depth of water.....	6 "
Length and breadth of locks: 90 feet long ; some 11, and some 22 feet wide.	
Number of basins.....	4
Number of houses	24
Number of locks	32
Number of weigh-locks	1
Number of tunnels	None.
Number of bridges	88
Number of dams	2
Number of aqueducts.....	10
Number of miles of slack-water.....	None.
Number of boats owned by the company.....	None.
Number of boats owned and run by private parties, estimated at about	1,000
Average tonnage of boats: About 95 tons ; capacity of canal, over 100 tons.	
Navigation opened: About the 1st of April.	
Navigation closed: About the 10th of December.	
Feet of lockage on main line of canal	165 $\frac{55}{100}$ feet.
Value of real estate held by the company, exclusive of canal, estimated at.....	\$5,000 00
Are the locks of wood, cut stone or composite?	
Give the number of each kind.....	Various.

Summary of expenses:

Maintaining and operating the canal, for dividends, interest, tax on capital stock and tonnage, United States tax and other payments: Paid by the Lehigh coal and navigation company.

Payments on account of construction :

NOTE.—The Delaware Division canal having been leased to the Lehigh coal and navigation company for a term of years, at a stipulated rent per annum, we cannot give the tonnage, rate of tolls, or the receipts and expenditures, these items being entirely under the control of said lessees.

NAMES AND RESIDENCE OF OFFICERS,

Directors.	Post office address.
J. W. Woolston.....	Philadelphia.
J. B. Moorhead.....	Philadelphia.
J. G. Fell.....	Philadelphia.
J. V. Williamson.....	Philadelphia.
E. W. Clark.....	Philadelphia.
Edward Roberts.....	Philadelphia.
A. E. Borie.....	Philadelphia.
H. Pratt M'Kean.....	Philadelphia.
Wm. G. Moorhead.....	Philadelphia.
Joshua W. Woolston, President.....	Philadelphia.
E. G. Giles, Secretary and Treasurer.....	Philadelphia.

(No. 143.)

DELAWARE DIVISION.

[*Lehigh Coal and Navigation company lessees.*]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared E. W. Clark, president, and S. Shepherd, treasurer, of the Lehigh coal and navigation company, lessees, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) E. W. CLARK, *President.*
 SOLO'N SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of December, 1869. }
 W. W. DOUGHERTY, *Alderman.*

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Easton to Bristol,	60 miles.
Number of branch canals, with the length of each,	None.
Canals leased by the company	None.
Width of canal at top water line	44 feet.
Width of canal on bottom	26 "
Depth of water	6 "
Length and breadth of locks : 90 feet long—some 11, and some 22 feet wide.	
Number of basins	4
Number of houses	24
Number of locks	32
Number of weigh-locks	1
Number of tunnels	None.
Number of bridges	88
Number of dams	2
Number of aqueducts	10
Number of miles of slack-water	None.
Number of boats owned by the company	None.

Number of boats owned and run by private parties, about	1,000
Average tonnage of boats, about.....	95 tons.
Navigation opened	Mar. 15, 1869.
Navigation closed	Dec. 15, 1868.
Feet of lockage on main line of canal	165 $\frac{55}{100}$ feet.
Are the locks of wood, cut stone or composite? Give the number of each kind	Various.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 lbs. of through freight for the year on main canal	518,599
Gross amount of tonnage for the year, including branches and leased canals	808,425

The amount of freight, specifying the quantity in tons of 2,000 lbs.:

	Am't in tons.
Lumber	4,770
Shingles	697
Anthracite coal.....	655,643
Bituminous coal.....	4,865
Pig iron	27,979
Other iron or castings.....	161
Iron and other ores.....	2,087
Lime and limestone.....	66,405
Agricultural products	1,242
Merchandize	4,552
Manufactures	3,744
Other articles	36,280
Total.....	808,425

The rate of toll charged for the respective classes per mile, as follows:

For lumber per 1,000 feet board measure, (hemlock, or for 1st class.....	5 mills.
For lumber per 1,000 feet board measure, (pine and other lumber,) or for 2d class.....	8 "

Shingles, per 1,000, or for 3d class	2 mills.
Anthracite coal, per 1,000 lbs., or for 4th class	3 "
Bituminous coal, per 1,000 lbs., or for 5th class	3 "

EXPENSES.

Maintaining the canal or real estate of the corporation :

Aqueducts.....	\$1,020 66
Boats and flats	427 55
Bridges.....	3,365 11
Canal bed and banks	40,659 63
Dams	7,521 20
Horses and horse keep	394 44
Houses and repair shops.....	285 25
Incidentals	3,373 76
Locks	23,827 92
Superintendence and engineering	4,688 74
Tools and tool repairs.....	3,887 27
Waste weirs and sluices.....	252 00
Total.....	89,703 53

Operating the canal:

Collectors and weigh-masters	\$3,008 97
Drawbacks and overcharges	8,503 66
Incidentals	388 46
Lock-keepers.....	8,880 00
Stationery and printing	157 61
Superintendence.....	3,195 66
Total.....	24,134 36

RECEIPTS.

From tolls on coal	\$199,125 13
From tolls on lumber	477 90
From miscellaneous freight.....	28,101 15

From lockages	\$825 50
From boat toll	2,664 34
	<hr/>
Total	231,194 02
	<hr/> <hr/>

Summary of expenses :

Maintaining and operating the canal	\$113,837 89
For other payments.....	11,605 90
	<hr/> <hr/>

(No. 144.)

E R I E .

STATE OF PENNSYLVANIA, }
Erie County, } ss :

Personally appeared Chas. M. Reed, president, and D. M'Al-
 laster, treasurer, of the Erie canal company, and in due form of
 law made oath, that the statements in the within report are true,
 to the best of their knowledge and belief.

(Signed) CHAS. M. REED, *President.*

DAVID M'ALLASTER, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of November, 1869. }

WM. P. HAYES, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,500,000 00
Amount of stock subscribed	64,000 00
Total amount paid in of capital stock.....	64,000 00
The amount of floating debt	1,498,004 87
Amount of capital on which the respective divi- dends were declared : None ever paid.	

COST OF CANAL AND FIXTURES.

Stock.....	\$64,000 00
Bonds	743,654 83
Bonds for interest	161,960 38
	<hr/>
	\$969,615 21
Amount of bonds cancelled.....	69,856 33
	<hr/>
	899,758 88
Back interest on bonds	662,245 99
	<hr/>
Total cost.....	1,562,004 87

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Erie to Beaver,	136 miles.
Number of branch canals, with the length of each, viz: French Creek feeder.....	25 "
Canals leased by the company	None.
Width of canal at top water line	54 feet.
Width of canal on bottom.....	30 "
Depth of water.....	4 "
Length and breadth of locks: 8 by 15 in chambers, and 11 feet recesses.	
Number of basins.....	30
Number of houses	33
Number of locks	134
Number of weigh-locks	1
Number of tunnels	None.
Number of bridges	221
Number of dams	13
Number of aqueducts.....	9
Number of miles of slack-water.....	32
Number of boats owned by the company: 8 flats, 2 dump scows and 1 dredge.	
Number of boats owned and run by private parties,	255
Average tonnage of boats.....	65 tons.
Navigation opened	April 1.
Navigation closed	December 5.
Feet of lockage on main line of canal, about	977
Value of real estate held by the company, exclusive of canal	\$150 00
Are the locks of wood, cut stone or composite?	All kinds.
Give the number of each kind: 1 wood, 56 cut stone, 77 composite.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year, including branches and leased canals	259,474 ⁴⁶⁴ ₂₀₀₀
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The amount of freight, specifying the quantity in tons of 2,000 lbs.:

	Am't in tons.
Class, No. 1. Mines, &c	207,509 ^{1⁹9⁶} _{2⁰0⁰}
Do. 2. Forest, &c	11,511 ^{5²3} _{2⁰0⁰}
Do. 3. Manufactures, &c.....	40,452 ^{1⁰3⁵} _{2⁰0⁰}

EXPENSES.

Maintaining the canal or real estate of the corporation:

Aqueducts	\$2,320 60
Boats and flats	500 00
Bridges	2,568 29
Canal bed and banks	22,562 80
Culverts	593 40
Dams	11,896 46
Ferries	250 00
Houses and repair shops	1,124 80
Incidentals	1,956 70
Locks	9,192 44
Office expenses—rents—furniture	673 76
Slope and vertical walls	569 90
Steamboats and dredge boats	2,126 98
Superintendence and engineering	3,200 00
Tools and tool repairs	738 43
Waste weirs and sluices	2,743 25
Watchmen	685 50
Wharfing	300 00
Total	<u>64,003 31</u>

Operating the canal:

Collectors and weigh-masters	\$4,958 00
Incidentals	1,575 00
Lock-keepers	7,628 50
Superintendence	7,620 00
Taxes, State and National	483 75
Total	<u>22,265 25</u>

RECEIPTS.

From tolls on coal, lumber, miscellaneous freight, lockages, boat toll, other sources, rents, &c.	\$104,960 99
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Summary of expenses :

Maintaining and operating the canal	\$85,784 81
For dividends	Nothing.
For interest on bonds and temporary loan	2,121 47
Tax on capital stock and tonnage	461 97
United States tax	25 00
For other payments, (paid temporary loan,)	14,840 31
Total	<u>103,233 56</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Chas. M. Reed.....	Erie, Pa.
J. C. Marshall.....	Erie, Pa.
P. Metcalf.....	Erie, Pa.
D. M'Allaster.....	Erie, Pa.
Henry Rawle.....	Erie, Pa.
Chas. M. Reed, Jr	Erie, Pa.
M. C. Trout	Sharon, Pa.
Chas. M. Reed, President.....	Erie, Pa.
A. H. Caughey, Secretary.....	Erie, Pa.
D. M'Allaster, Treasurer.....	Erie, Pa.
Wm. W. Reed, Superintendent.....	Erie, Pa.

(No. 145.)

JUNCTION.

STATE OF NEW YORK, }
Chemung County, } ss:

Personally appeared Stephen T. Arnot, treasurer of the Junction canal company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief; and further says, that John Arnot is absent, and cannot join in this affidavit.

STEPHEN T. ARNOT, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1870. }

W. P. SHERMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$400,000 00
Amount of stock subscribed.....	400,000 00
Total amount paid in of capital stock	399,060 00
Total amount of funded debt	None.
The amount of floating debt.....	None.
Number of shares of stock.....	4,000
Par value of each share	\$100 00

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Elmira, N. Y., to lower State line crossing	18 miles.
Number of branch canals	None.
Canals leased by the company	None.
Width of canal at top water line.....	26 feet.
Width of canal at bottom	70 "
Depth of water	4 ft. 6 in.
Length and breadth of locks: 90 feet long and 17 feet wide.	
Number of basins.....	3

Number of houses	8
Number of locks	11
Number of weigh-locks	None.
Number of tunnels	None.
Number of bridges	34
Number of dams	3
Number of aqueducts	2
Number of miles of slack-water, about	5
Number of boats owned by the company	None.
Average tonnage of boats	90 tons.
Navigation opened	May 19, 1869.
Navigation closed	Dec. 3, 1869.
Feet of lockage on main line of canal, about	50 feet.
Value of real estate held by the company, exclusive of canal	\$2,500
Are the locks of wood, cut stone or composite?	
Wood.	

The amount of freight, specifying the quantity in tons of 2,000 lbs.:

	Am't in tons.
Lumber	764,298 feet.
Shingles	510,250 "
Anthracite coal	65,899 $\frac{500}{2000}$
Bituminous coal	637 $\frac{1000}{2000}$
Pig iron	4 $\frac{1000}{2000}$
Other iron or castings	54
Lime and limestone	3,729
Agricultural products	2,017 $\frac{1400}{2000}$
Merchandise	598
Manufactures	1,931
Other articles	7,141
Total	82,011 $\frac{1900}{2000}$

The rate of toll charged for the respective classes per mile, as follows:

For lumber per 1,000 feet board measure, (hemlock,)	
or for 1st class	2 cents.
For lumber per 1,000 feet board measure, (pine and other lumber,) 2d class	2 "

Shingles, per 1,000, 3d class	1 cent.
Anthracite coal, per ton, 4th class	1 "
Bituminous coal, per ton, 5th class	14 mills.

EXPENSES.

Operating the canal:

Collectors and weigh-masters	\$800 00
Ferries, (labor at,)	300 00
Incidentals and labor	10,464 48
Lock-keepers	1,859 82
Office expenses, rents and furniture	1,061 13
Superintendence	780 00
Taxes, State and National	783 74

RECEIPTS.

From tolls on coal	\$12,052 20
From tolls on lumber	367 92
From tolls on lockages	9 00
From tolls on boats	824 23
Total	13,253 35

Summary of expenses:

For dividends: No dividends made.

NAMES AND RESIDENCE OF OFFICERS.

Officers.	Post office address.
John Arnot	Elmira.
C. F. Welles	Athens, Pa.
Lyman Correll	Elmira.
Riggs Watmers	Elmira.
J. W. Hollenbach	Wilkesbarre.
John Arnot, Jr.	Elmira.
John Arnot, President	Elmira.
S. T. Arnot, Secretary and Treasurer	Elmira.
David Shearer, Superintendent	Elmira.

(No. 146.)

LEHIGH COAL AND NAVIGATION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared E. W. Clark, president, and S. Shepherd, treasurer, of the Lehigh coal and navigation company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) E. W. CLARK, *President.*

SOLO'N SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of December, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	\$8,739,800 00
Total amount paid in of capital stock	8,739,800 00
Total amount now of funded debt, (classified and date of maturity,) as follows:	
Mortgage loan of 1870	\$137,112 65
Mortgage bonds of 1884	5,656,099 66
Mortgage bonds of 1897	2,000,000 00
Gold mortgage bonds of 1897	5,000,000 00
Convertible mortgage bonds of 1877,	1,496,879 18
Nanticoke mortgage bonds of 1881,	31,000 00
Mortgage bonds, short loan, of 1873,	54,800 00
	<hr/> 14,375,891 49
Average rate per cent. per annum of interest on funded debt: 1st mortgage	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	174,796
Par value of each share	\$50 00
Cost of canal and fixtures	<hr/> <hr/> \$4,455,000 00

CHARACTERISTICS OF CANAL.

Length of canal, from Easton to Coal Port.....	48 miles.
Number of branch canals, with the length of each,	None.
Canals leased by the company : Delaware Division canal.	
Width of canal at top water line : Varies from 60 to 100 feet.	
Width of canal on bottom : 45 feet and upwards.	
Depth of water.....	6 feet.
Length and breadth of locks : 102 feet long and 22 wide.	
Number of basins	5
Number of houses.....	46
Number of locks	53
Number of weigh-locks	1
Number of tunnels	None.
Number of bridges	14
Number of dams	9
Number of aqueducts.....	3
Number of miles of slack-water: 12 miles of pools, 36 of canal.	
Number of boats owned by the company	530
Number of boats owned and run by private parties,	965
Average tonnage of boats	65 to 96 tons.
Navigation opened.....	Mar. 25, 1869.
Navigation closed.....	Dec. 7, 1868.
Feet of lockage on main line of canal.....	375
Are the locks of wood, cut stone or composite?	
Mostly of stone, lined with wood.	

DOINGS* OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 lbs. of through freight for the year on main canal.....	740,796
Gross amount of tonnage for the year	1,046,474

The amount of freight, specifying the quantity in tons of 2,000 lbs.:

	Am't in tons.
Lumber.....	2,147
Anthracite coal.....	829,079
Pig iron	18,416
Other iron or castings	45
Iron and other ores	102,891
Lime and limestone.....	43,944
Agricultural products	841
Merchandise	3,186
Manufactures	6,882
Other articles	39,043
Total.	<u>1,046,474</u>

The rate of toll charged for the respective classes per mile, as follows:

For lumber per 1,000 feet board measure, (hemlock,) or for 1st class.....	10 mills.
For lumber per 1,000 feet board measure, (pine and other lumber,) 2d class	12 “
For shingles per 1,000, 3d class.....	4 “
Anthracite coal, per ton, 4th class.....	1 to 1½ cents.
Bituminous coal, per ton, 5th class	<u>8 mills.</u>

EXPENSES.

Maintaining the canal or real estate of the corporation :

Aqueducts	\$265 30
Boats and flats	259 54
Bridges.....	3,087 87
Canal bed and banks	54,201 68
Culverts and cribbing	1,497 19
Dams.....	5,834 38
Horses and horse keep.....	3,541 00
Houses and repair shops	283 70
Incidentals.....	3,799 29
Locks	18,203 27
Steamboats and dredge boats	3,486 46

Superintendence and engineering	\$5,510 99
Tools and tool repairs.....	3,184 42
Waste weirs and sluices.....	87 20
Wharfing	7,553 05
Total	110,795 34

Operating the canal :

Collectors and weigh-masters	\$7,683 17
Drawbacks and overcharges	12,732 28
Incidentals	1,214 23
Labor	24,030 93
Lock-keepers.....	20,401 11
Office expenses, rents and furniture, stationery and printing	414 03
Superintendence	5,071 52
Total	71,547 27

RECEIPTS.

From tolls on coal	\$370,611 53
From tolls on lumber	708 45
From tolls on miscellaneous freight	32,297 33
From boat toll	1,556 97
Total	405,174 28

Summary of expenses :

Maintaining and operating the canal	\$182,342 61
Tax on tonnage	10,457 07

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. M. Felton	Philadelphia.
Francis R. Cope.....	Philadelphia.
George F. Tyler.....	Philadelphia.
P. C. Garrett.....	Philadelphia.
Charles Wheeler.....	Philadelphia.
George Whitney.....	Philadelphia.
Alexander Biddle.	Philadelphia.
Charles Parrish.....	Wilkesbarre.
F. C. Yarnall.....	Overbrook, Montgomery co.
Fisher Hazard.....	Mauch Chunk.
John Leisenring.....	Mauch Chunk.
E. W. Clark, President.....	Philadelphia.
F. Mitchell, Secretary.....	Philadelphia.
S. Shepherd, Treasurer	Philadelphia.
John Brown, Superintendent.....	Easton.

(No. 147.)

MUNCY.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared Joseph E. Riebsam, president *pro tem.*, and Edward Cooke, treasurer, of the Muncy canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOSEPH E. RIEBSAM, *President pro tem.*
 E. D. COOKE, *Treasurer.*

Sworn and subscribed before me, this }
 — day of November, 1869. }

S. SCHUYLER, *J. P.*

STOCK AND DEBT.

Amount of stock subscribed	\$2,625 00
Total amount paid in of capital stock	2,625 00
Total amount of funded debt	None.
The amount of floating debt	None.
Total amount now of floating and funded debt ...	None.
Average rate per cent. per annum of interest on funded debt	None.
Date and rate per cent. per annum of dividend or dividends: None made past year.	
Number of shares of stock	105
Par value of each share	\$25 00
Amount of capital on which the respective divi- dends were declared	No dividend.

COST OF CANAL AND FIXTURES.

Total	<u>\$6,182 62</u>
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CHARACTERISTICS OF CANAL.

Length of main line of canal, from West Branch canal to basin in Muncy basin	$\frac{3}{4}$ mile.
Number of branch canals	None.
Canals leased by the company	None.
Width of canal at top water line, about	45 feet.
Width of canal on bottom, about	40 "
Depth of water, about	3 feet 8 in.
Length and breadth of locks	None.
Number of basins	1
Number of houses	None.
Number of locks	None.
Number of weigh-locks	None.
Number of tunnels	None.
Number of bridges, (towing-path,)	1
Number of dams	None.
Number of aqueducts	None.
Number of miles of slack-water	None.
Number of boats owned by the company	None.
Number of boats owned and run by private parties,	10 or 12
Value of real estate held by the company, exclusive of canal	None.
Are the locks of wood, cut stone or composite?	<u>None.</u>

The amount of freight, specifying the quantity in tons of 2,000 lbs. :

Lumber	2,237,329 ft.
Shingles	188,000
Anthracite coal	3,356 tons.
Shingling lath, lineal feet	43,000
Plaster	50 tons.
Pig iron	5 "
Other articles	<u>42 "</u>

The rate of toll charged for the respective classes per mile, as follows :

For lumber per 1,000 feet board measure, (hemlock,)	
or for 1st class	5 mills.
Shingles, per 1,000, 3d class	4 "
Anthracite coal, per ton, 4th class	<u>3 "</u>

EXPENSES.

Maintaining the canal or real estate of the corporation :

Canal bed and banks.....	\$15 43
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Operating the canal:

Collectors and weigh-masters	\$26 43
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Total.....	41 86
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RECEIPTS.

From tolls on coal, lumber, miscellaneous freight, lockages, boat toll, other sources, rents, &c.....	\$220 29
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Summary of expenses :

Maintaining and operating the canal	\$41 86
For surplus funds	27 33

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
Joshua Bowman.....	Muncy, Pa.
Jacob Cooke.....	Muncy, Pa.
Benj. Pott.....	Muncy, Pa.
Isaac Bruner.....	Muncy, Pa.
Joseph E. Riebsam.....	Muncy, Pa.
John M. Bowman.....	Muncy, Pa.
Joseph E. Riebsam, President <i>pro tem</i>	Muncy, Pa.
Joshua Bowman, Secretary.....	Muncy, Pa.
Edward Cooke, Treasurer	Muncy, Pa.
Edward Cooke, Superintendent	Muncy, Pa.

(No. 148.)

PENNSYLVANIA.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County,

Personally appeared I. J. Wistar, president, and A. Mordecai, treasurer, of the Pennsylvania canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) I. J. WISTAR, *President.*
 A. MORDECAI, *Treasurer.*

Sworn and subscribed before me, this }
 20th day of January, 1870. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$5,000,000 00
Amount of stock subscribed.....	4,300,000 00
Total amount paid in of capital stock.	4,300,000 00
Total amount of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 15, 1878, secured upon the late Wyoming Valley canal,) \$600,000 00	
1st mortgage bonds, (date of maturity, Jan. 1, 1887, secured upon the original Pennsylvania canal,) 1,361,000 00	
	1,961,000 00
The amount of floating debt.....	None.
Total amount now of floating and funded debt....	1,961,000 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage.....	6 $\frac{5}{10}$ per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	86,000
Par value of each share.....	\$50 00

COST OF CANAL AND FIXTURES.

The Wyoming canal was on 1st January, 1869, merged into and consolidated with Pennsylvania canal, and has ceased to exist—the report of the Pennsylvania canal company includes the operations of both.

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Columbia to Hollidaysburg, 173 miles; Northumberland to Wilkesbarre, 64 miles	237 miles.
Number of feeders, with the length of each, viz: Swatara feeder, 2 miles; Raystown feeder, 1 mile; Hollidaysburg feeder, 2 miles.	
Canals leased by the company, viz: West Branch and Susquehanna canal, length 112 miles on main line.	
Width of canal at top water line: Eastern division, 45 to 50 feet; Juniata and Wyoming divisions, 40 to 45 feet.	
Width of canal on bottom: Eastern division, 30 to 32 feet; Juniata division, 24 to 30 feet; Wyoming division, 28 feet.	
Depth of water: Eastern division, 5 feet; Juniata division, 4 feet; Wyoming division, 4½ feet.	
Length and breadth of locks: 11 locks, 17 by 180; 66 locks, 15 by 90, and 43 locks, 17 by 90 feet.	
Number of basins: 24 basins and 40 landings.	
Number of houses	132
Number of locks	120
Number of weigh-locks	4
Number of tunnels	None.
Number of bridges	352
Number of dams, including one reservoir	23
Number of aqueducts	43
Number of miles of slack-water	24
Number of boats owned by the company: Dredge boats, boarding and repair flats	52
Number of boats owned and run by private parties,	1,200

Average tonnage of boats.....	100 tons.
Navigation opened.....	Apr. 12, 1869.
Navigation closed	Dec. 15, 1869.
Feet of lockage on main line of canal	806
Value of real estate held by the company, exclusive of canal.....	\$5,500 00
Are the locks of wood, cut stone or composite?	
Wood, cut stone and composite.	
Give the number of each kind: Cut stone, 25; composite, 75; cut stone and composite, 12, and wood, 8.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year, including branches and leased canals	\$1,099,476 $\frac{724}{2000}$
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The amount of freight, specifying the quantity in tons of 2,000 lbs.:

	Am't in tons.
Lumber and shingles.....	417,546 $\frac{450}{2000}$
Anthracite coal.....	502,138 $\frac{474}{2000}$
Bituminous coal.....	11,305
Pig iron, railroad iron, other iron or castings, iron and other ores, lime and limestone, agricultural products, merchandize, manufactures, live stock and other articles, (classes 1 to 4,).....	168,486 $\frac{800}{2000}$
Total.....	1,099,476 $\frac{724}{2000}$

EXPENSES.

Maintaining the canal or real estate of the corporation, including leased canals:

Aqueducts	\$38,161 13
Boats and flats	1,645 14
Bridges	20,082 34
Canal bed and banks	94,792 83
Clerks	5,213 80
Culverts	3,845 21
Dams	23,282 84
Ferries	912 78
Horses and horse keep	2,338 07
Houses and repair shops	8,097 06
Incidentals	5,956 44
Locks	80,081 19
Office expenses—rents—furniture	932 49
Slope and vertical walls	26,053 85
Stationery and printing	1,137 99
Steamboats and dredge boats	4,730 84
Superintendence and engineering ...	19,938 45
Real estate	2,414 65
Tools and tool repairs	8,658 24
Waste weirs and sluices	4,906 24
Watchmen	3,558 59
Wharfing	4,056 46

 \$360,796 63
Operating the canal:

Collectors and weigh-masters	\$8,557 66
Clerks	4,448 14
Drawbacks and overcharges	51,430 70
Ferries, (labor at,)	3,195 03
Incidentals	784 59
Lock-keepers	18,562 56
Office expenses, rents and furniture .	802 91
Stationery and printing	1,474 46
Superintendence	4,746 67
Taxes, State and National	22,067 56

 116,070 28

 Grand total

 476,866 91

RECEIPTS.

From tolls on coal, lumber, miscellaneous freight, lockages and boat toll: Aggregate tolls, amount kept in gross, subject to drawbacks not yet cal- culated	\$725,332 96
Other sources, rents, &c.	9,970 18
Total	<u>735,303 14</u>

Summary of expenses:

Maintaining and operating the canal	\$454,799 35
State taxes on tonnage and revenue	22,067 56
Total	<u>476,866 91</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Thos. A. Scott.....	Philadelphia.
H. J. Lombaert	Philadelphia.
G. B. Roberts.....	Philadelphia.
Sam'l T. Bodine.....	Philadelphia.
Edw'd Roberts.....	Philadelphia.
Wm. Anspach	Philadelphia.
Wistar Morris	Philadelphia.
Rathmel Wilson.....	Philadelphia.
Washington Butcher	Philadelphia.
J. B. Myers.....	Philadelphia.
Josiah Bacon	Philadelphia.
Isaac J. Wistar, President.....	234 S. 3d st., Philadelphia.
Alfred Mordecai, Secretary and Treasurer.....	Philadelphia.
Thomas T. Wierman, Superintendent.....	Harrisburg.

(No. 149.)

SCHUYLKILL NAVIGATION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Frederick Fraley, president, and Charles W. Bacon, treasurer, of the Schuylkill navigation company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) F. FRALEY, *President.*

CHAS. W. BACON, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of January, 1870. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	Not limited.
Amount of stock subscribed	\$1,908,207 00
Preferred stock	2,888,977 75
Total amount paid in of capital stock	4,797,184 75
Total amount of funded debt, (classified and date of maturity,) as follows:	
1st mortgages bonds, (date of maturity, 1872,)	\$1,751,213 21
2d mortgage bonds, (date of maturity, 1882,)	4,016,670 12
Common bonds, 1876	171,354 00
Improvement bonds, 1870	308,500 00
Boat loan, 1888	800,000 00
Boat loan, 1889	633,650 00
Bond mortgages	70,558 00
Ground rents	60,091 16
Temporary loans	588,689 50
Average rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 2d mortgage, 6 per cent.; other debts, about 7 per cent.	

Date and rate per cent. per annum of dividend or dividends: No dividend in 1869.

Number of shares of stock, nearly	95,944
Par value of each share	\$50 00
Amount of capital on which the respective dividends are declared	<u>4,797,184 75</u>

NOTE.—Interest on boat loans paid by trustees out of receipts from boats.

COST OF CANAL AND FIXTURES.

Total cost of canal and its fixtures	\$10,587,125 74
Charged for boats, car, &c.	2,279,185 24
Cost of real estate other than that included in canal	<u>238,966 92</u>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from mouth of Mill creek to wire bridge, at Fairmount	108 $\frac{23}{100}$ miles.
Number of branch canals, with the length of each, viz: One	1 mile long.
Canals leased by the company	None.
Width of canal at top water line: Varies from 60 to 300 feet.	
Width of canal on bottom: Variable; minimum on curves, 45; straight lines, 40 feet.	
Depth of water, minimum	6 feet.
Length and breadth of locks: Lift locks, 110 feet long by 18 feet wide in the chamber; guard locks, without lift, 112 feet by 24 feet.	
Number of basins	19
Number of houses: Lock houses, 60; engineers' and agents' houses and offices, 7.	
Number of locks: On main line, 71 of maximum size; at 5 places locks of small size remain in use alongside of large locks.	
Number of weigh-locks	None.
Number of tunnels	None

Number of bridges: 1 railroad, 47 road, 35 farm,
3 foot, 6 tow-path across the river, 13 towing-
path over locks, 3 over docks, 5 over basins, main-
tained by the company; 13 road and foot bridges
not maintained by the company.

Number of dams	31
Number of aqueducts	12
Number of miles of slack-water	50 5
Number of boats owned by the company, about ..	750
Number of boats owned and run by private par- ties, about	150
Average tonnage of boats	170 tons.
Navigation opened about the 10th of March.	
Navigation not closed yet—December 29, 1869.	
Feet of lockage on main line of canal, (to mid-tide at Philadelphia)	618 $\frac{63}{100}$ feet.
Are the locks of wood, cut stone or composite? 17 cut stone, 2 cement, uncut, 58 composite.	
Give the number of each kind: See last answer.	

The amount of freight, specifying the quantity in tons of 2,000 lbs.:

	Am't in tons.
Lumber	38,258
Shingles	60
Anthracite coal	785,880
Bituminous coal	470
Pig iron	24,689
Other iron or castings	11,842
Iron and other ores	76,632
Lime and limestone	73,449
Agricultural products	5,163
Merchandise	4,656
Manufactures	12,641
Other articles	66,927
Total	<u>1,100,667</u>

The rate of toll charged for the respective classes per mile, as follows:

All articles except anthracite coal, ten miles and under, 25 cents per ton of 2,240 pounds; additional beyond ten miles, until the highest rate is reached, one cent per ton per mile.

Maximum—1st class, (per ton of 2,240 pounds,)...	35 cents.
2d class.....do.....do.....	50 “
3d class.....do.....do.....	85 “

Anthracite coal, per ton of 2,240 pounds, from 47 cents to \$1 73, according to the distance carried and the season of the year when transported.

Bituminous coal, per ton of 2,240 lbs., (maximum,)	<u>85 cents.</u>
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NOTE.—The toll on anthracite coal includes tolls on lateral roads and use of cars and boats.

EXPENSES.

Maintaining the canal or real estate of the corporation:

Aqueducts	\$755 65
Boats and flats	3,270 35
Bridges	7,810 89
Canal bed and banks	23,673 83
Culverts	135 95
Dams, including tow-paths and channels	24,018 80
Incidentals	4,954 08
Locks and lock-houses	23,796 76
Superintendence and engineering	13,153 93
Tools and tool repairs.....	561 26
Waste weirs and sluices	898 65
Watchmen	1,135 71
Wharfing	<u>186 94</u>

Operating the canal:

ncidentals.....	\$2,654 27
Lock-keepers.....	<u>32,776 11</u>

RECEIPTS.

Balance to credit of profit and loss, Dec. 25, 1868..	\$90,179 04
From tolls on coal and all other articles.....	831,142 01
Tolls on Union canal trade	8,806 19
Rents of real estate.....	50,599 40
Interest money.....	1,758 85
Philadelphia and Reading railroad company, allowance for difference on coal tonnage	148,622 25
Other sources	27,977 50
Total.....	<u><u>1,159,085 24</u></u>

Summary of expenses :

Maintaining and operating the canal	\$344,334 43
Car and landing expenses	70,128 58
Interest on loans and United States taxes thereon,	424,467 30
Drawback coal tolls.....	100,524 04
Towing boats	13,282 43
Union canal company's share of tolls.....	1,617 11
Tax on gross receipts	10,615 84
Tax on tonnage.....	10,786 16
Tax on capital stock	2,767 02
Trustees improvement bonds for interest and sinking fund	34,924 33
Philadelphia and Reading railroad company, tolls on lateral road.....	144,462 80
	<u>1,057,910 04</u>
Balance to credit profit and loss, Dec. 25, 1869....	101,175 20
	<u><u>1,159,085 24</u></u>
Charged to construction account in 1869	13,048 94
Paid for by discounts on improvement bonds purchased, \$10,522 50; sum received for damages, \$1,800; together	12,322 50
Balance added to construction account.....	<u><u>726 44</u></u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jos. B. Townsend	Philadelphia.
John N. Hutchinson	Philadelphia.
George Brooke	Philadelphia.
Thomas T. Lea.....	Philadelphia.
Charles Baker.....	Pottsville, Pa.
Charles W. Wharton.....	Philadelphia.
Frederick Fraley, President	Philadelphia.
William M. Tilghman, Secretary.....	Philadelphia.
Charles W. Bacon, Treasurer.....	Philadelphia.
James F. Smith, Chief Engineer.....	Reading.
Charles W. Wharton, Assistant President.....	Philadelphia.

(No. 159.)

SUSQUEHANNA.

STATE OF MARYLAND, }
Baltimore City, } ss:

Personally appeared B. Andrews Knight, president, and Robert D. Brown, treasurer, of the Susquehanna canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) B. ANDREWS KNIGHT, *President.*
 ROBERT D. BROWN, *Treasurer.*

Sworn and subscribed before me, this }
 21st day of January, 1870. }

W. W. LATIMER, *Commissioner.*

STOCK AND DEBT.

Capital stock as authorized by law, (with power to increase,)	\$1,500,000 00
Amount of stock subscribed	2,002,746 00
Total amount paid in of capital stock.....	2,002,746 00
Total amount of funded debt, (classified and date of maturity,) as follows:	
S. canal	\$227,500 00
1st mortgage bonds, T.	
W. canal, (date of maturity, 1894,)	97,810 58
	<hr/>
	\$325,310 58
S. canal	700,000 00
2d mortgage bonds, T.	
W. canal, (date of maturity, 1885,)	300,000 00
	<hr/>
	1,000,000 00
S. canal	871,333 34
3d mortgage bonds, T.	
W. canal, (date of maturity, 1878,)	435,666 66
	<hr/>
	1,307,000 00
	<hr/>
	2,632,310 58

The amount of floating debt, including interest, due January 1, 1870, (part of above being old Tide Water canal indebtedness, which may never be presented,).....	\$195,232 24
Total amount now of floating and funded debt ...	2,827,542 82
Average rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 2d mortgage, 6 per cent.; 3d mortgage, 6 per cent.	
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	40,017
Par value of each share.....	\$50 00

COST OF CANAL AND FIXTURES.

Susquehanna canal	\$3,160,861 93
Tide Water canal.....	1,580,430 96
Total.....	<u>4,741,292 89</u>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Columbia, Pa., to Havre de Grace, Md.....	45 miles.
Number of branch canals.....	None.
Canals leased by the company	None.
Width of canal at top water line	50 feet.
Width of canal on bottom.....	30 "
Depth of water	5 "
Length and breadth of locks: 170 feet long, 17 feet wide.	
Number of basins	2
Number of houses.....	28
Number of locks	33
Number of weigh-locks	1
Number of tunnels	None.
Number of bridges	13
Number of dams	1
Number of aqueducts	8
Number of miles of slack-water.....	2

Number of boats owned by the company, (steam-boats,).....	2
Average tonnage of boats.....	95 tons.
Navigation opened	Mar. 24, 1869.
Navigation closed	Dec. 6, 1869.
Feet of lockage on main line of canal	233
Value of real estate held by the company, exclusive of canals in Pennsylvania and Maryland...	\$45,000 00
Are the locks of wood, cut stone or composite?— give the number of each kind: 2 stone, others composite.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 pounds of through freight for the year on main canal.....	442,729
Number of tons of 2,000 pounds for the year, including way tonnage.....	<u>493,671</u>

The amount of freight, specifying the quantity in tons of 2,000 pounds:

	Am't in tons.
Lumber and shingles.....	185,784
Anthracite coal.....	234,877
Bituminous coal	235
Pig iron and scrap.....	6,921
Railroad iron.....	None.
Other iron or castings.....	358
Iron and other ores	5,650
Lime and limestone.....	19,059
Agricultural products.....	13,978
Merchandize and manufactures	14,741
Live stock	None.
Other articles, slate, stone, clay, &c.....	12,068
Total.....	<u>493,671</u>

The rate of toll charged for the respective classes per mile, as follows :

For lumber and shingles, per ton of 2,000 pounds,	
1st class	8 $\frac{1}{2}$ mills.
Anthracite coal, per ton, (average during season,)	
4th class	7 $\frac{3}{10}$ "

EXPENSES.

Maintaining the canal or real estate of the corporation and operating the canal	\$72,394 24
---	-------------

RECEIPTS.

From tolls on coal, (including drawbacks to be allowed,)	\$63,650 00
From tolls on lumber	69,750 00
From tolls on miscellaneous freight, lockages and boat toll	27,230 42
From tolls on other sources, rents, &c., including sales of land in Maryland, &c	6,804 66
Total	167,435 08

Summary of expenses :

Maintaining and operating the canal	\$72,394 24
For dividends	None.
For interest	155,369 90
For surplus funds	None.
Tax on tonnage, State taxes and United States tax,	7,280 39
For other payments	6,046 70
Total	241,091 23
Total amount of surplus fund	None.

NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address.
George W. Dobbin.....	Baltimore.
Enoch Pratt.....	Baltimore.
Thomas Wilson.....	Baltimore.
R. K. Hawley.....	Baltimore.
George W. Howard.....	Baltimore.
Jacob Tome.....	Port Deposit.
Wm. P. Jenks.....	Philadelphia.
C. D'Invilliers.....	Philadelphia.
Samuel C. Ford.....	Philadelphia.
Robert J. Mercer.....	Philadelphia.
A. J. Antelo.....	Philadelphia.
H. C. Townsend.....	Philadelphia.
B. Andrews Knight, President.....	Philadelphia.
Robert D. Brown, Treasurer.....	Baltimore.
D. F. Shure, Superintendent.....	Darlington, Md.

(No. 151.)

UNION.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared John N. Hutchinson, president, and Oscar Thompson, treasurer, of the Union canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. N. HUTCHINSON, *President.*

OSCAR THOMPSON, *Treasurer.*

Sworn and subscribed before me, this }
 14th day of November, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,907,850 00
Amount of stock subscribed	2,907,850 00
Total amount paid in of capital stock	2,907,850 00
Total amount of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1883,) ..	3,000,000 00
The amount of floating debt.....	20,000 00
Total amount now of floating and funded debt ...	3,020,000 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage.....	6 per cent.
Number of shares of stock	58,157
Par value of each share.....	\$50 00
Cost of canal and fixtures.....	\$5,907,850 00

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Reading to Middletown	77 $\frac{64}{100}$ miles.
Number of branch canals, with the length of each, viz: One from water works to Jonestown.....	10 "

Canals leased by the company	None.
Width of canal at top of water line.....	43 feet.
Width of canal on bottom.....	28 "
Depth of water.....	4 ft. 6 in.
Length and breadth of locks: 17 by 90 in chamber; whole length.....	132 feet.
Number of basins.....	8
Number of houses.....	92
Number of locks: 88 lift and 3 guard locks.	
Number of weigh-locks.....	2
Number of tunnels.....	1
Number of bridges.....	93
Number of dams.....	16
Number of aqueducts.....	17
Number of miles of slack-water.....	5
Number of boats owned by the company.....	None.
Number of boats owned and run by private parties, Can't answer.	
Average tonnage of boats.....	80 to 100 tons.
Navigation opened.....	April 5.
Navigation closed.....	December 2.
Feet of lockage on main line of canal.....	501
Are the locks of wood, cut stone or composite?	Cut stone.
Give the number of each kind.....	<u>All cut stone.</u>

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 lbs. of through freight for the year on main canal, and gross amount of tonnage for the year, including branches and leased canals.....	<u>127,253</u>
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The amount of freight, specifying the quantity in tons of 2,000 lbs.:

	Am't in tons.
Lumber.....	46,246
Shingles.....	55
Anthracite coal.....	21,726
Bituminous coal.....	572
Pig iron, railroad iron, other iron or castings.....	5,338

Iron and other ores	24,871
Lime and limestone.....	19,243
Agricultural products	952
Other articles	8,250
Total.....	<u>127,253</u>

EXPENSES.

Maintaining the canal or real estate of the corporation:

Aqueducts	\$674 99
Boats and flats	156 58
Bridges	3,748 24
Canal bed and banks.....	6,569 62
Dams	1,841 64
Houses and repair shops.....	361 19
Locks	4,610 04
Office expenses—rents—furniture	222 99
Stationery and printing	257 52
Superintendence and engineering	2,580 00
Tools and tool repairs.....	57 24
Waste weirs and sluices	96 25
Total.....	<u>21,176 30</u>

Operating the canal:

Collectors and weigh-masters	\$1,915 44
Incidentals: Engines, coal, &c	24,828 76
Labor, towing, &c	1,490 85
Lock-keepers.....	5,034 50
Office expenses, rents and furniture	1,240 11
Stationery and printing	256 50
Superintendence	2,640 00
Taxes, State and National.....	115 59
Total.....	<u>37,521 75</u>

RECEIPTS.

From tolls on coal, lumber, miscellaneous freight,
lockages, boat toll, other sources, rents, &c. \$43,587 16

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jas. B. M'Farland.....	Philadelphia.
Dan'l Haddock, Jr.....	Philadelphia.
Chas. P. Bayard.....	Philadelphia.
Joshua Spering.....	Philadelphia.
G. S. Benson.....	Philadelphia.
Jno. N. Hutchinson.....	Philadelphia.
W. P. Cresson.....	Philadelphia.
W. C. Longstreth.....	Philadelphia.
John Brown.....	Philadelphia.
Jas. Young.....	Middletown.
Adolphus Reinöehl.....	Lebanon.
A. Wilhelm.....	Lebanon.
Jno. N. Hutchinson, President.....	Philadelphia.
Oscar Thompson, Secretary and Treasurer.....	Philadelphia.
L. R. Hynicka, Superintendent.....	Lebanon.

(No. 152.)

WEST BRANCH AND SUSQUEHANNA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared I. J. Wistar, president, and A. Mordecai, treasurer, of the Pennsylvania canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) I. J. WISTAR, *President.*
 A. MORDECAI, *Treasurer.*

Sworn and subscribed before me, this }
 20th day of January, 1870. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,500,000 00
Amount of stock subscribed.....	1,100,000 00
Total amount paid in of capital stock	1,100,000 00
Total amount of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, June 26, 1878,).....	\$450,000 00
2d mortgage bonds, (date of maturity, May 1, 1888,).....	258,000 00
The amount of floating debt, about, (with arrears interest, partly disputed,).....	86,000 00
Total amount now of floating and funded debt, (less sinking fund,).....	794,000 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage, 6 per cent. : 2d mort- gage, $6\frac{5}{10}$ per cent.	
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock.....	22,000
Par value of each share	\$50 00

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Junction to Farrandsville.....	123 miles.
Number of branch canals, with the length of each,	None.
Canals leased by the company	None.
Width of canal at top water line.....	40 feet.
Width of canal on bottom	28 "
Depth of water: Susquehanna division, $4\frac{1}{2}$ feet; West Branch division, 4 feet.	
Length and breadth of locks.....	17 by 90 ft.
Number of basins	58
Number of houses	33
Number of locks	38
Number of weigh-locks	1
Number of tunnels	None.
Number of bridges	191
Number of dams	7
Number of aqueducts	25
Number of miles of slack-water.....	19 miles.
Number of boats owned by the company.....	None.
Number of boats owned and run by private parties,	Cannot say.
Average tonnage of boats.....	90 to 95 tons.
Navigation opened	Apr. 12, 1869.
Navigation closed	Dec. 18, 1869.
Feet of lockage on main line of canal	$223\frac{3}{10}$ feet.
Value of real estate held by the company, exclusive of canal	None.
Are the locks of wood, cut stone or composite? Cut stone and composite.	
Give the number of each kind: 26 cut stone and 12 composite.	

The West Branch and Susquehanna canal company having been leased to and operated by the Pennsylvania canal company, the receipts and expenditures are included in that company's report.

(No. 153.)

WICONISCO.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Simon Gratz, president, and Edward Gratz, Jr., treasurer, of the Wiconisco canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) SIMON GRATZ, *President.*
 EDW'D GRATZ, JR., *Treasurer.*

Affirmed and subscribed before me, this }
 13th day of January, 1870. }

THOS. B. REEVES, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$60,000 00
Amount of stock subscribed.....	59,680 00
Total amount paid in of capital stock	58,925 00
Total amount of funded debt.....	15,000 00
The amount of floating debt, about	16,000 00
Total amount now of floating and funded debt, about,	31,000 00
Average rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends	No dividend.
Number of shares of stock.....	3,000
Par value of each share	\$20 00
Cost of canal and fixtures, about.....	<u>\$512,000 00</u>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Millersburg to Clark's Ferry.....	12 miles.
Number of branch canals, with the length of each,	None.

Canals leased by the company	None.
Width of canal at top water line	45 feet.
Width of canal on bottom	28 "
Depth of water	4 ft. 2 in.
Length and breadth of locks: 90 ft. long, 17 ft. wide.	
Number of basins	1
Number of houses	4
Number of locks	7
Number of weigh-locks	None.
Number of tunnels	None.
Number of bridges	18
Number of dams	1
Number of aqueducts	3
Number of miles of slack-water	None.
Number of boats owned by the company	None.
Number of boats owned and run by private parties,	Uncertain.
Average tonnage of boats	95 tons.
Navigation opened	Apr. 8.
Navigation closed	Dec. 3.
Feet of lockage on main line of canal	24
Value of real estate held by the company, exclusive of canal, say	\$12,000 00
Are the locks of wood, cut stone or composite? Cut stone and composite.	
Give the number of each kind: 3 cut stone and 4 composite.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 lbs. of through freight for the year on main canal	<u><u>116,611^{0.5}₁₀₀</u></u>
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The amount of freight, specifying the quantity in tons of 2,000 lbs.:

	Am't in tons.
Lumber	272 ^{5.0} ₁₀₀
Anthracite coal	113,452 ^{0.6} ₁₀₀
Bituminous coal	52
Railroad iron, (ties)	823
Lime and limestone	1,829 ^{5.0} ₁₀₀

CANAL REPORT.

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Agricultural products	24 $\frac{8.0}{100}$
Merchandise	4
Manufactures	16 $\frac{1.9}{100}$
Other articles	137
Total	<u><u>116,611$\frac{0.5}{100}$</u></u>

The rate of toll charged for the respective classes per mile, as follows:

For lumber per 1,000 feet board measure, (hemlock, pine and other lumber,) or for 1st and 2d class:	
Average rate, about	1 $\frac{1}{4}$ cts. per ton.
Anthracite coal, per ton, or for 4th class: Average rate	1 "
Bituminous coal, per ton, or for 5th class: Average rate	1 "

Cannot give items of expenses of maintaining and operating the canal.

Operating the canal:

Total expense of maintaining and operating the canal, (inclusive of payments on account of con- struction,)	<u><u>\$14,279 58</u></u>
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RECEIPTS.

Cannot itemize the receipts.	
Total	<u><u>\$11,641 41</u></u>

Summary of expenses:

Total expenses	<u><u>\$14,279 58</u></u>
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PAYMENTS ON ACCOUNT OF CONSTRUCTION.

Included in prior statements of expenses.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Simon Gratz	Philadelphia.
Stacy B. Bancroft	Philadelphia.
Charles E. Lex	Philadelphia.
Joseph W. Souder	Philadelphia.
Edward Gratz, Jr	Philadelphia.
E. Coppee Mitchell	Philadelphia.
William R. Vallean	Philadelphia.
Simon Gratz, President	Philadelphia.
Michael Nisbet, Secretary	Philadelphia.
Edward Gratz, Jr., Treasurer	Philadelphia.
Francis Wenrich, Superintendent	Millersburg, Pa.

(No. 154.)

WYOMING VALLEY.

PHILADELPHIA, *January 21, 1870.*

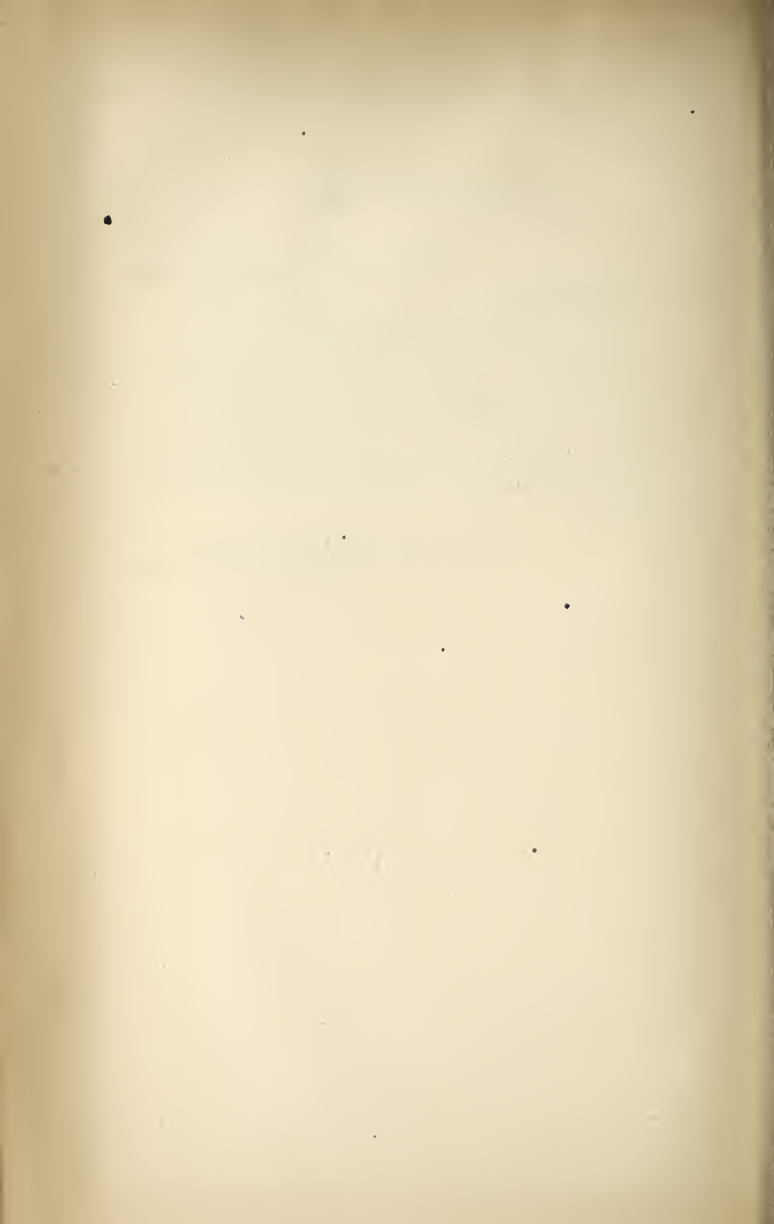
HON. J. F. HARTRANFT,

Auditor General, Harrisburg :

DEAR SIR:—I have your letter of the 19th inst., calling for the annual report of the Wyoming Valley canal company for 1869. That company was merged into the Pennsylvania canal company on the 18th of January last, and ceased to exist as a separate corporation. The report of the Pennsylvania canal company embraces all the facts concerning that company, and will be made in February.

Yours respectfully,

JOSEPH H. DULLES.



TELEGRAPH REPORTS.



TELEGRAPH REPORTS.

(No. 155.)

ATLANTIC AND PACIFIC.

STATE OF NEW YORK, }
New York County, } ss:

Personally appeared A. F. Willmarth, president, and Alfred Nelson, treasurer, of the Atlantic and Pacific telegraph company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) A. F. WILLMARTH, *President.*
ALFRED NELSON, *Treasurer.*

Sworn and subscribed before me, this }
12th day of January, 1870. }

THOS. F. GOODRICH, *Commissioner.*

STOCK AND DEBT.

Capital stock as authorized by law	\$10,000,000 00
Amount paid in as by last report: Line constructed for stock.	
Funded debt, as per last report	None.
The amount now of funded debt	None.
Number of shares of stock	100,000
Par value of each share	\$100 00

COST OF LINE AND EQUIPMENT.

Construction and equipment made under contract; paid for in stock.

CHARACTERISTICS OF LINE.

Length of main line, from New York, N. Y., to Chicago, Ill., about	1,600 miles.
Length of main line in Pennsylvania.....	50 "
Miles of wire in Pennsylvania, galvanized	100 "
Number of stations in Pennsylvania.....	2
Number of poles to the mile, about.....	38
Number of persons employed in operating and maintaining line in Pennsylvania	2
Number of miles of line in Pennsylvania under control of other corporations.....	<u>None.</u>

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Same as Western Union telegraph company.

RECEIPTS.

Gross receipts of entire line for twelve months ...	\$120,680 00
Gross receipts in Pennsylvania only	<u>1,703 85</u>

EXPENSES.

Gross expenses in Pennsylvania only	<u>\$1,306 50</u>
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. F. Willmarth.....	New York city.
R. J. Thome.....	New York city.
Wm. D. Snow.....	New York city.
Henry A. Smythe.....	New York city.
H. F. Spaulding.....	New York city.
John H. Mortimer.....	New York city.
W. H. Guion.....	New York city.
R. R. Graves.....	New York city.
Elisha Brooks.....	New York city.
John S. Lyle.....	New York city.
Alfred Nelson.....	New York city.
S. W. F. Odell.....	New York city.
B. M. Taber.....	New York city.
N. S. Bentley.....	New York city.
E. Burckhardt.....	New York city.
H. D. Walbridge.....	New York city.
A. W. Chapin.....	New York city.
C. T. Shepard.....	Albany, N. Y.
Allen Munroe.....	Syracuse, N. Y.
Geo. W. Cuyler.....	Palmyra, N. Y.
Jas. N. Matthews.....	Buffalo, N. Y.
N. C. Simons.....	Buffalo, N. Y.
H. S. Walbridge.....	Toledo.
T. J. S. Flint.....	Chicago.
T. T. Flagler.....	Lockport.
Emery Wendell.....	Detroit.
O. Noble.....	Erie.
H. M. Flagler.....	Cleveland.
W. Blair.....	Chicago.
Angus Smith.....	Milwaukee.
E. W. Hudson.....	Detroit.
James Brooks.....	New York.
John G. Vose.....	New York.
R. R. Sloane.....	Cleveland.
C. A. Harper.....	Jersey City.
J. Allen, Jr.....	Buffalo.
L. D. M'Millan.....	Cleveland.
John Duff.....	Boston.
A. F. Willmarth, President.....	New York city.
Alfred Nelson, Secretary and Treasurer.....	New York city.
E. D. L. Sweet, General Superintendent.....	New York city.

OFFICE OF ATLANTIC AND PACIFIC TEL. CO., }
NEW YORK, *February 9, 1870.* }

J. F. HARTRANFT, Esq.,

Auditor General State of Pennsylvania, Harrisburg, Pa.:

DEAR SIR:—I return to you herewith the form of return sent to me a second time to be filled out with more particulars. Many of the items I cannot give, as for instance "total amount now paid in of capital stock," as our line was all constructed under contract for so many shares of stock per mile, the contractor being obliged to find purchasers for the stock paid to him, and the moneys received being paid into the hands of a trustee. "Floating debt."—No report has been made of this, and it would be unfair to the company to require just now any statement of claims upon it, as they have just increased their capital stock to double its former amount, annulled the contract for construction, and have assumed all the property and materials of the contractor, he relinquishing their equivalent in stock, at a low valuation, which property and materials are partly unpaid for, and would go into "floating debt," while the report has no item of assets, which in this case, in market value of stock, would overbalance the debt for material acquired as above. I trust this explanation will be satisfactory, especially as only one hundred and twenty shares are owned in Pennsylvania.

Respectfully,

ALFRED NELSON, *Treasurer.*

(No. 156.)

BANKERS' AND BROKERS'.

STATE OF MARYLAND, }
 _____ County, } ss:

Personally appeared William Callow, president, and John N. Brown, treasurer, of the Bankers' and Brokers' telegraph company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WILLIAM CALLOW, *President.*
 JNO. N. BROWN, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1870. }

GEO. F. THOMPSON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,050,000 00
Amount paid in as by last report.....	407,231 25
Funded debt, as per last report.....	105,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 13th May, 1872,)	105,000 00
Floating debt, as by last report	19,325 04
Total amount now of floating and funded debt ...	124,325 04
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividends ..	None.
Number of shares of stock	42,000
Par value of each share	\$25 00

COST OF LINE AND EQUIPMENT.

Construction and equipment.....	<u>\$429,268 04</u>
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CHARACTERISTICS OF LINE.

Length of main line from New York to Washington, D. C.....	283½ miles.
Length of main line in Pennsylvania.....	88½ "
Miles of wire in Pennsylvania, galvanized	329 "
Miles of wire in Pennsylvania, iron	30½ "
Number of stations in Pennsylvania.....	6
Number of poles to the mile.....	44
Number of persons employed in operating and maintaining line, in Pennsylvania,.....	17

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Number of miles.	Rates for ten words.	Each additional word.
For one hundred miles or under.....	25 cents.	2 cents.
For one hundred miles and under two hundred miles.....	35 "	2 "
For two hundred miles and under three hundred miles.....	40 "	3 "

Receipts, (Pennsylvania only :)

Total.....	\$37,299 76
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Expenses, (Pennsylvania only :)

Maintaining and operating line	\$28,672 44
Contingencies	500 00
Total	29,172 44

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
G. Hilton Scribner.....	New York.
Alfred Robinson.....	New York.
H. L. Gaw.....	Philadelphia.
J. C. Whitney.....	Baltimore.
George Gildersleve.....	Baltimore.
George A. Pope.....	Baltimore.
William Callow, President.....	Baltimore.
John N. Brown, Secretary and Treasurer....	Baltimore.
J. W. Dyer, Superintendent.....	Philadelphia, 37 S. Third st.

(No. 157.)

FRANKLIN.

STATE OF NEW YORK, }
 City and County of New York, } ss:

Be it known that on this 29th day of January, A. D. 1870, personally appeared before me James G. Smith, the superintendent and assistant treasurer of the Franklin telegraph company, to me personally known; and the said James G. Smith, made solemn oath that the within statement or return of said company was correct and true, to the best of his knowledge and belief.

(Signed) JAMES G. SMITH, *Sup't and Ass't Treas.*

Sworn and subscribed before me, this }
 29th day of January, 1870. }

H. B. HATHAWAY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of full paid stock issued	1,000,000 00
Funded debt, as per last report	75,000 00
Total amount now of funded debt.....	75,000 00
Floating debt, as by last report.....	30,000 00
Total amount now of floating debt.....	30,000 00
Total amount now of floating and funded debt ...	105,000 00
Rate per cent. per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividends..	None.
Number of shares of stock	10,000
Par value of each share	\$100 00

COST OF LINE AND EQUIPMENT.

Total construction and equipment	\$545,000 00
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CHARACTERISTICS OF LINE.

Length of main line, from Boston to Washington,	750 miles.
Length of main line in Pennsylvania.....	120 "

Miles of wire in Pennsylvania, galvanized	120 miles.
Miles of wire in Pennsylvania, iron	None.
Number of stations in Pennsylvania	5
Number of poles to the mile	36
Number of persons employed in operating and maintaining lines, (in Pennsylvania,)	41
Number of miles of line in Pennsylvania under con- trol of other corporations	None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Number of miles.	Rates for ten words.	Each additional word.
For one hundred miles or under	25 to 40c.	2 and 3c.
For one hundred miles and under two hundred	25 to 40c.	2 and 3c.
For two hundred miles and under three hundred	30 to 50c.	2 and 3c.
For three hundred miles and under four hundred	40 to 50c.	
For four hundred miles and under five hundred	50 to 55c.	2 and 4c.

Expenses, (Pennsylvania only:)

Total maintaining and operating the line	<u>\$21,294 92</u>
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Receipts, (Pennsylvania only:)

From messages	\$22,224 81
From miscellaneous	None.
Total	<u>22,224 81</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Geo. H. Ellery	Box 3231 New York.
Henry E. Grannis	New York.
John S. Roberts	New York.
Jas. W. Brown	Boston.
Chas. Allen Browne	Boston.
James M. Shaw	Boston.
Jas. H. Freeman	Boston.
Samuel L. French	Boston.
Joseph B. Stearns	Boston.
George H. Ellery, President	Box 3231 New York.
Samuel L. French, Clerk and Treasurer	Boston.
James G. Smith, Sup't and Ass't Treas	Box 3231 New York.

(No. 158.)

PACIFIC AND ATLANTIC.

STATE OF PENNSYLVANIA, }
City of Pittsburg, Allegheny County, } ss :

Personally appeared Geo. H. Thurston, president, and Edward J. Allen, treasurer, of the Pacific and Atlantic telegraph company of the United States, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) GEO. H. THURSTON, *President.*

EDWARD JAY ALLEN, *Treasurer.*

Sworn and subscribed before me, this }
 8th day of January, 1870. }

SAM. H. MASTERS, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$3,000,000 00
Amount paid in as by last report.....	697,150 00
Total amount now paid in of capital stock	1,157,225 00
Funded debt, as per last report.....	None.
The amount now of funded debt	None.
Floating debt, as by last report	None.
Total amount now of floating debt	None.
Total amount now of floating and funded debt ...	None.
Rate per cent. per annum of interest on funded debt: No debt; no interest.	
Date and rate per cent. per annum of dividends:	
Quarterly at rate of 10 per cent. per annum.	
Number of shares of stock	6,289
Par value of each share	\$25 00

COST OF LINE AND EQUIPMENT.

Construction and equipment, (all one account,) total, \$1,222,611 17

CHARACTERISTICS OF LINE.

Length of line to all points reached by its wire . . .	3,849 miles.
Length of main line in Pennsylvania	367 "
Miles of wire in Pennsylvania, galvanized, about, . . .	2,300 "
Miles of wire in Pennsylvania, iron	None.
Number of stations in Pennsylvania	49
Number of poles to the mile, from	35 to 40
Number of persons employed in operating and maintaining line, about	310
Number of persons employed in operating and maintaining line in Pennsylvania, about	117
Number of miles of line in Pennsylvania under control of other corporations	<u>None.</u>

Receipts:

Gross receipts of entire line, since last report entered on books	\$176,640 12
Gross receipts in Pennsylvania only, since last report entered on books	<u>78,492 15</u>

Expenses:

Gross expenses of entire line*	\$137,147 91
Gross expenses in Pennsylvania only, as near as can be ascertained, there being no separate accounts for expenses in each State, about	<u>50,000 00</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George H. Thurston	Pittsburg, Pa.
James L. Shaw	Philadelphia.
Ed. Jay Allen	Pittsburg, Pa.
John W. Ellis	Cincinnati, O.
Wm. Varnum	Pittsburg, Pa.
Robert Anderson	Pittsburg, Pa.
C. B. M. Smith	Pittsburg, Pa.
George H. Thurston, President	Pittsburg, Pa.
James L. Shaw, Vice President	Philadelphia.
Edward Jay Allen, Secretary and Treasurer	Pittsburg, Pa.
David M'Cargo, General Superintendent	Pittsburg, Pa.

*A large proportion of gross expense is properly cost of construction, being expenses of unfinished line before receiving the business it was built for.

(No. 159.)

PHILADELPHIA, READING AND POTTSVILLE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Franklin B. Gowen, president, and David E. Stout, treasurer, of the Philadelphia, Reading and Pottsville telegraph company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*
 D. E. STOUT, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of December, 1869. }

B. F. HORAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000 00
Amount paid in as by last report.....	20,000 00
Total amount now paid in of capital stock	20,000 00
Funded debt, as per last report	None.
The amount now of funded debt	None.
Floating debt, as by last report	None.
Total amount now of floating debt	20,914 96
Date and rate per cent. per annum of dividends ..	None.
Number of shares of stock	400
Par value of each share	\$50 00

COST OF LINE AND EQUIPMENT.

Construction	\$43,691 57
Equipment.....	12,632 53
Total.....	56,324 10

CHARACTERISTICS OF LINE.

Length of main line, from Philadelphia to Pottsville.....	101 miles.
Length of main line in Pennsylvania.....	101 "
Miles of polls in Pennsylvania.....	368½ "
Miles of wire in Pennsylvania, galvanized	635 "
Miles of wire in Pennsylvania, iron	None.
Number of stations in Pennsylvania	94
Number of polls to the mile	31
Number of persons employed in operating and maintaining line in Pennsylvania	160
Number of miles of line in Pennsylvania under control of other corporations.....	None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Number of miles.	Rates for ten words.	Each additional word.
For one hundred miles or under.	10 to 35 cts.	1 to 3 cts.
For one hundred miles and under two hundred miles	35 cents.	3 cents.

Receipts, (Pennsylvania only :)

From messages.....	\$20,861 65
Miscellaneous	6,742 08
Total.....	<u>27,603 73</u>

Expenses, (Pennsylvania only :)

Maintaining and operating line	<u>\$23,379 40</u>
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Tucker.....	Philadelphia.
M. S. Wickersham.....	Philadelphia.
G. A. Nicolls.....	Reading.
D. E. Stout.....	Reading.
Franklin B. Gowen, President.....	Philadelphia.
D. E. Stout, Secretary and Treasurer.....	Reading.
C. T. Sellers, Superintendent.....	Reading.

(No. 160.)

WESTERN UNION.

(Atlantic and Ohio District.)

STATE OF NEW YORK, }
City and County of New York, } ss:

Personally appeared George Walker, acting president, and Oliver H. Palmer, treasurer, of the Western Union telegraph company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) GEORGE WALKER, *Acting President.*
 O. H. PALMER, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of January, 1870. }

R. H. ROCHESTER, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$650,000 00
Amount paid in as by last report.....	650,000 00
Total amount now paid in of capital stock	650,000 00
The amount now of funded debt: Atlantic and Ohio telegraph company has no funded debt.	
Total amount now of floating debt: Atlantic and Ohio telegraph company has no floating debt.	
Date and rate per cent. per annum of dividends:	
January 20, 1869, and July 20, 1869, each.....	2 per cent.
Number of shares of stock	13,000
Par value of each share	<u>\$50 00</u>

COST OF LINE AND EQUIPMENT.

Cannot state cost of line and equipment.

CHARACTERISTICS OF LINE.

Length of main line in Pennsylvania	917 miles.
Miles of wire in Pennsylvania, galvanized	2,760 "
Miles of wire in Pennsylvania, iron	216 "
Number of stations in Pennsylvania	36
Number of poles to the mile	35
Number of persons employed in operating and maintaining line in Pennsylvania	281

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Number of miles.	Average rates for ten words.	Each additional word.
For one hundred miles or under	\$ 50	.03
For one hundred miles and under two hundred miles	75	.05
For two hundred miles and under three hundred miles	95	.06
For three hundred miles and under four hundred miles	1 20	.08
For four hundred miles and under five hundred miles	1 40	.09

Receipts :

Gross receipts in Pennsylvania only \$213,859 21

Expenses :

Gross expenses in Pennsylvania only \$185,802 16

NAMES AND RESIDENCE OF OFFICERS.

Officers.	Post office address.
William Orton	New York city.
O. H. Palmer	New York city.
Norvin Green	Louisville, Ky.
Thomas T. Eckert	New York city.
Wm. H. Abel	New York city.
David H. Bates	Philadelphia, Pa.
A. A. Zeigler	Philadelphia, Pa.
James Merrihew	Philadelphia, Pa.
William Orton, President	New York city.
O. H. Palmer, Secretary and Treasurer	New York city.

(No. 161.)

WESTERN UNION.

(For lines in State of Pennsylvania other than those in Atlantic and Ohio District.)

STATE OF NEW YORK, }
City and County of New York, } ss:

Personally appeared George Walker, acting president, and Oliver H. Palmer, treasurer, of the Western Union telegraph company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) GEORGE WALKER, *Acting President.*

O. H. PALMER, *Treasurer.*

Sworn and subscribed before me, this }
28th day of January, 1870. }

R. H. ROCHESTER, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$41,074,710 00
Of which lines in Pennsylvania other than those in Atlantic and Ohio District, represent, estimated,	250,000 00
Total amount now paid in of capital stock of en- tire Western Union telegraph company	41,074,710 00
Entire funded debt of Western Union telegraph company, November 1, 1869, was	4,608,900 00
Total amount now of floating debt: No floating debt.	
Date and rate per cent. per annum of dividends:	
Jan. 20, 1869, 2 per cent.; July 20, 1869, 2 per cent.	
Number of shares of stock	410,747
Par value of each share	\$100 00

COST OF LINE AND EQUIPMENT.

The greater part of the property of the Western Union telegraph company in the State of Pennsylvania, having been ac-

quired by absorption of or consolidation with other companies, whose books and records are not in our possession, it is impossible to state the cost of construction and equipment.

CHARACTERISTICS OF LINE.

Length of main line in Pennsylvania.....	1,623 miles.
Miles of wire in Pennsylvania, galvanized	2,803 "
Miles of wire in Pennsylvania, iron	1,300 "
Number of stations in Pennsylvania.....	221
Number of poles to the mile.....	35
Number of persons employed in operating and maintaining line in Pennsylvania	290

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Number of miles.	Average rates for ten words.	Each additional word.
For one hundred miles or under.....	\$ 50	.03
For one hundred miles and under two hundred miles	75	.05
For two hundred miles and under three hundred miles.....	95	.06
For three hundred miles and under four hundred miles.....	1 20	.08
For four hundred miles and under five hundred miles	1 40	.09

RECEIPTS.

Gross receipts in Pennsylvania only	<u>\$124,574 54</u>
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EXPENSES.

Gross expenses in Pennsylvania only	<u>\$115,349 80</u>
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
D. N. Barney.....	New York.
R. S. Burrows.....	Albion, N. Y.
Ezra Cornell.....	Ithaca, N. Y.
John D. Caton.....	Ottawa, Ill.
Z. G. Simmons.....	Kenosna, Wis.
R. A. Lancaster.....	Richmond, Va.
A. B. Cornell.....	New York.
E. Creighton.....	Omaha, Neb.
N. Green.....	Louisville, Ky.
Wilson G. Hunt.....	New York.
Geo. Jones.....	New York.
O. H. Palmer.....	New York.
Moses Taylor.....	New York.
E. D. Morgan.....	New York.
W. E. Dodge.....	New York.
Francis Morris.....	New York.
C. Livingston.....	New York.
E. S. Sanford.....	New York.
William Orton.....	New York.
Harrison Durkee.....	New York.
James C. Fargo.....	New York.
A. W. Greenleaf.....	New York.
E. B. Wesley.....	New York.
Hiram Sibley.....	Rochester, N. Y.
G. H. Mumford.....	Rochester, N. Y.
J. H. Wade.....	Cleveland, O.
Geo. Walker.....	New York.
Alfred Gaither.....	Cincinnati.
Hugh Allen.....	Montreal.
William Orton, President.....	New York city.
O. H. Palmer, Secretary and Treasurer.....	New York city.
N. Green, Vice President.....	Louisville, Ky.
A. B. Cornell, Vice President.....	New York city.
George Walker, Vice President.....	New York city.

UNIV. OF MICHIGAN,

MAY 27 1918

RAILROAD CANAL, IRON & COAL MAP

OF
PENNSYLVANIA, &c.

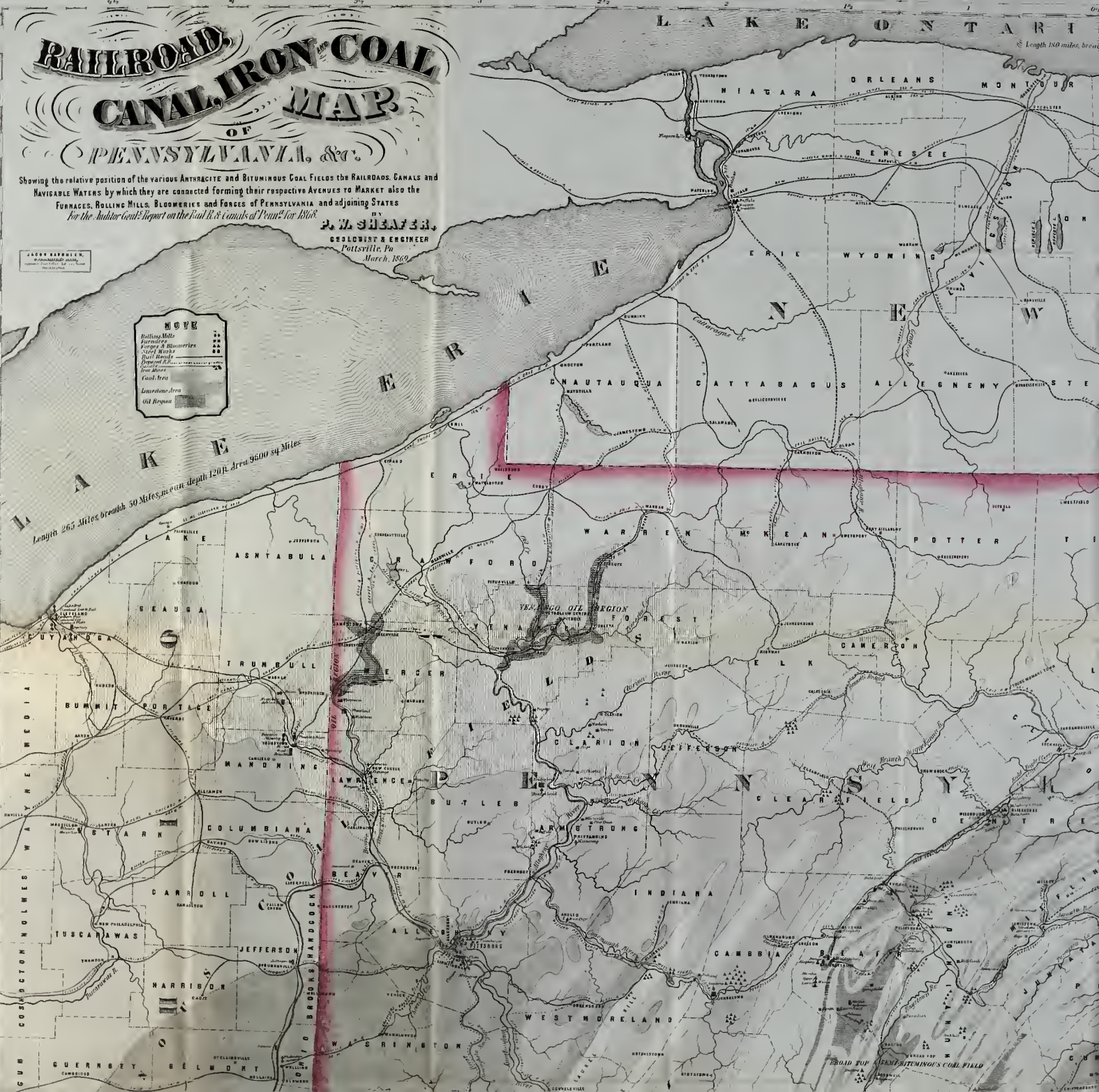
Showing the relative position of the various ANTHRACITE and BITUMINOUS COAL FIELDS the RAILROADS, CANALS and NAVIGABLE WATERS by which they are connected forming their respective AVENUES to MARKET also the FURNACES, ROLLING MILLS, BLOOMERIES and FORGES of PENNSYLVANIA and adjoining STATES
For the Auditor-General's Report on the Rail R.R. & Canals of Penn^a for 1868

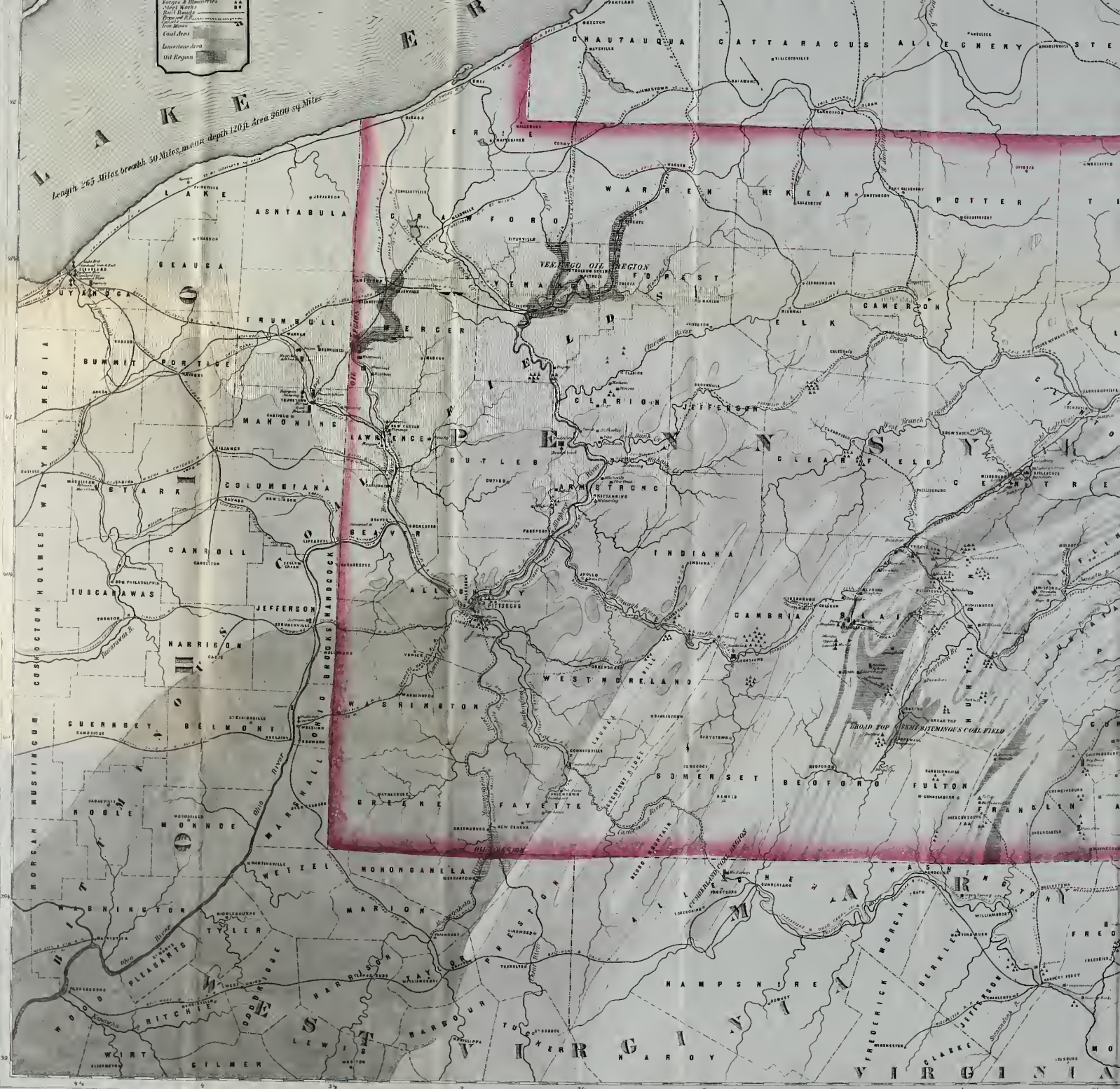
BY
P. W. SHEPHERD,
GEOLGIST & ENGINEER
Pottsville Pa.
March, 1869.

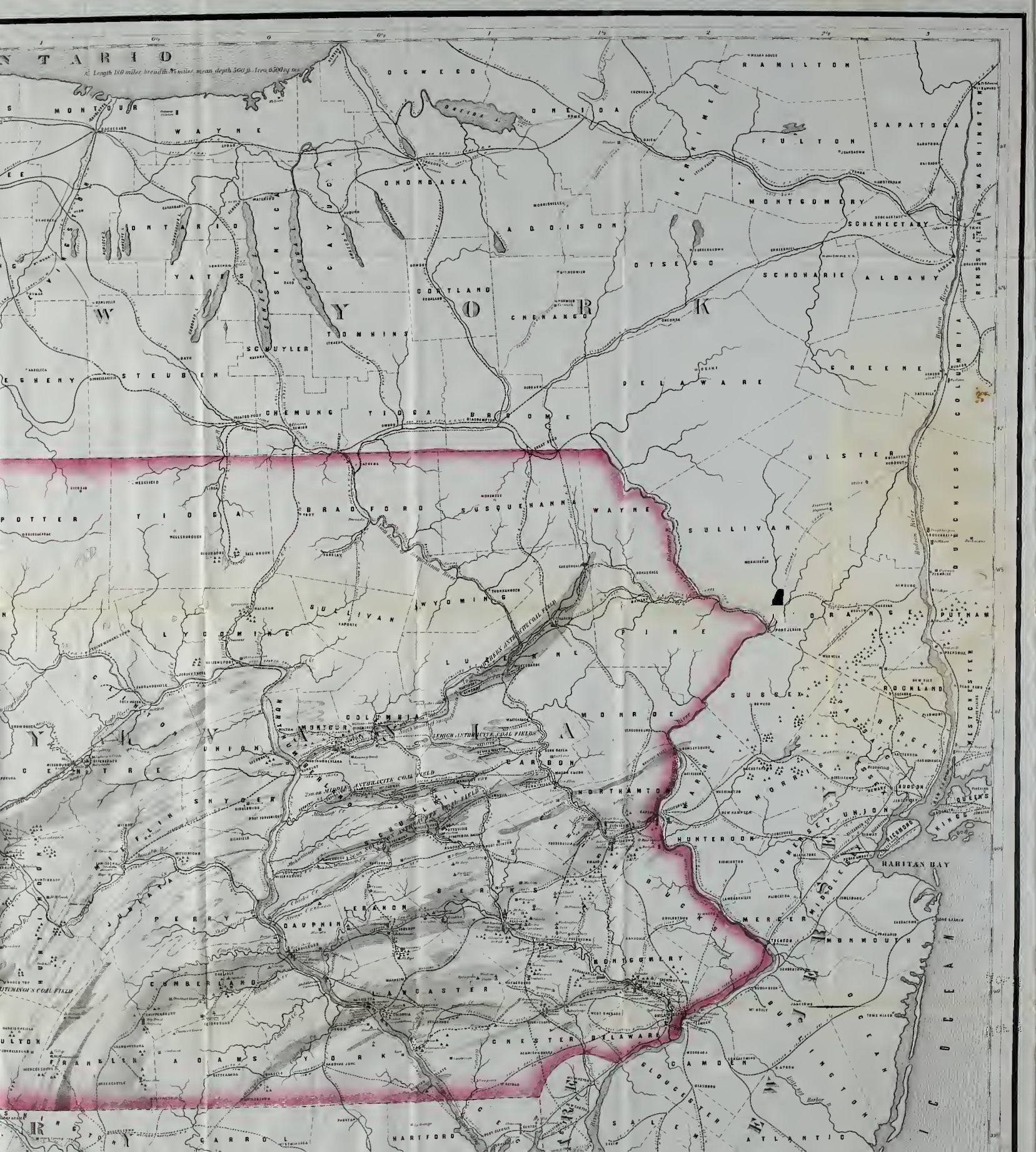
JACOB BARRETT,
OF PHILADELPHIA,
Engraver of this Map.

NOTE	
Rolling Mills	36
Furnaces	36
Forges & Bloomeries	36
Steel Works	36
Rail Roads	36
Canals	36
Great Rivers	36
Coal Area	36
Limestone Area	36
Oil Region	36

Length 265 Miles breadth 50 Miles, at our depth 120 ft. Area 3600 sq Miles









11

12

MAINE
NEW HAMPSHIRE
MASSACHUSETTS
CONNECTICUT
RHODE ISLAND
NEW JERSEY
DELAWARE
MARYLAND
VIRGINIA
NORTH CAROLINA
SOUTH CAROLINA
GEORGIA

MAINE

MASSACHUSETTS

CONNECTICUT

NEW JERSEY

DELAWARE

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